

# GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. IV. No. 4.

CHICAGO, ILL., FEBRUARY 25, 1900.

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NATURAL OATS  
Our Special Brand of White Oats  
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CHOICE MILLING WHEAT a specialty.  
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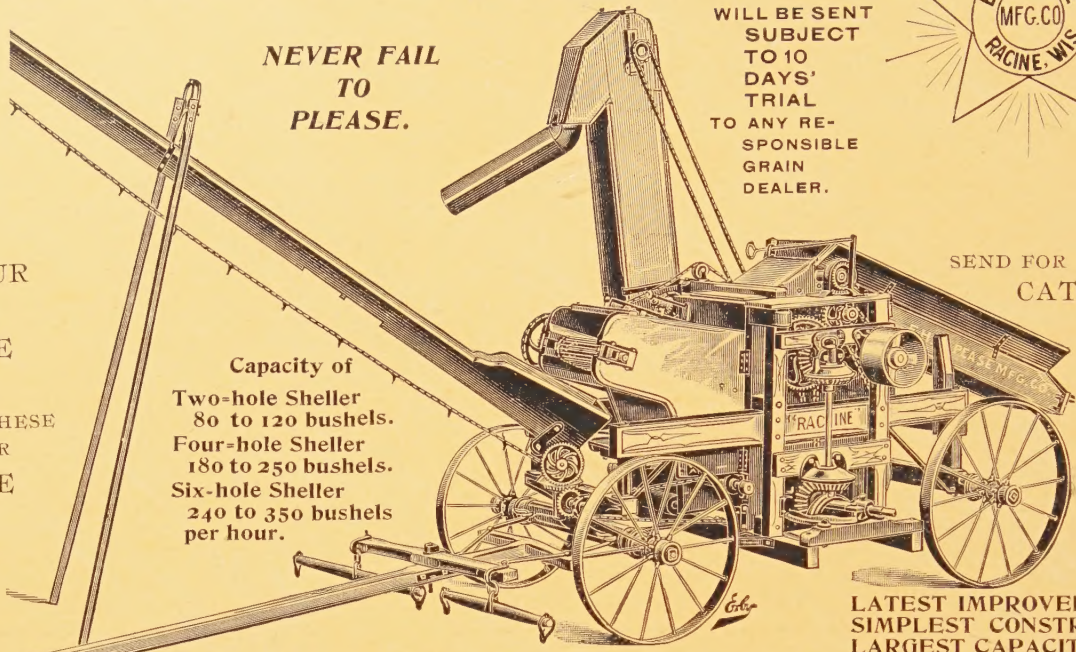
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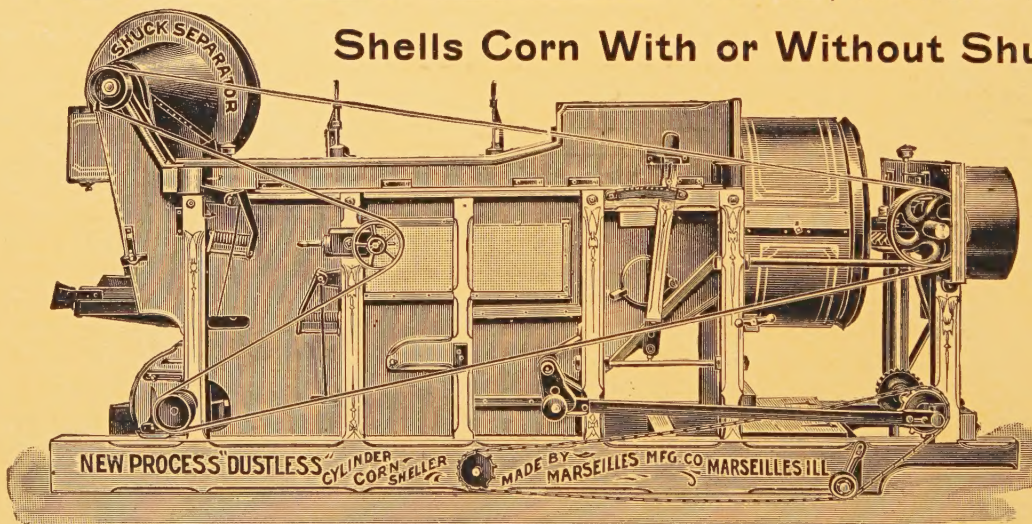
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JOURNAL**

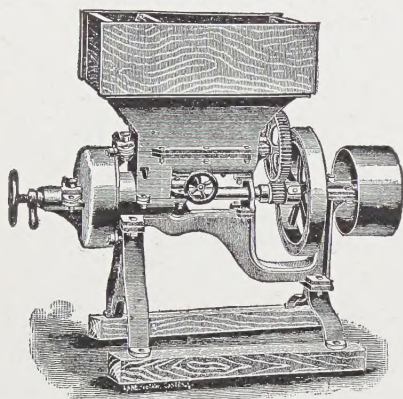
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Power required, 10 to 12 horse.

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These Machines are the product of great practical knowledge, together with unlimited experiment and inventive genius, which when combined with **OUR GUARANTEE** makes the purchaser certain of a machine that will give perfect satisfaction. The workmanship and materials used in its construction are of the very best, thus eliminating any chance of repairs having to be made from time to time.

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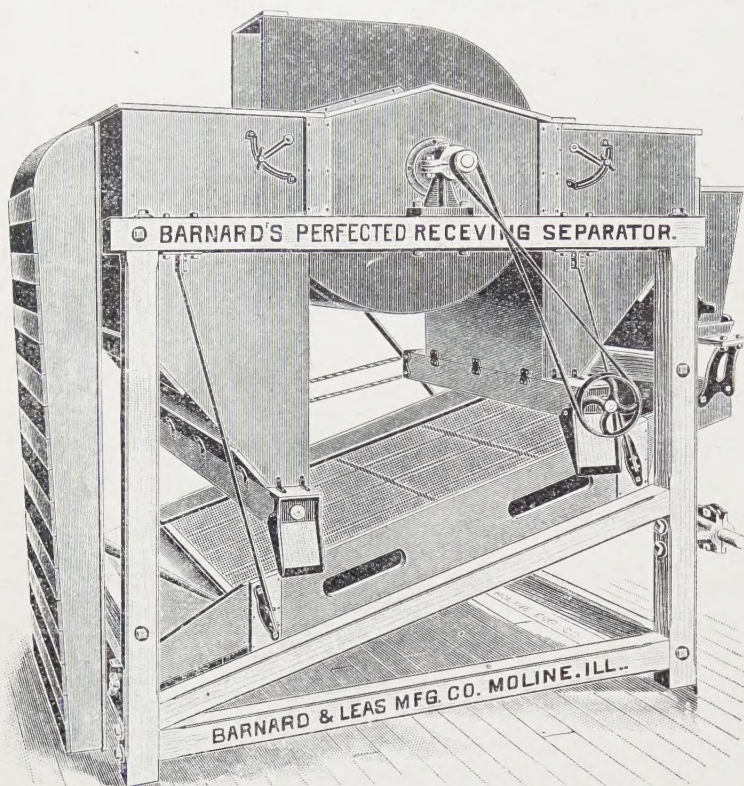


Only 1-8 to 3 Horse Power Used. We build this machine in eight different sizes, capacities ranging from 50 to 2,500 bu. per hour.



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Barnard's New Separators are better yet.



Are better for removing oats from wheat.  
 Better for cleaning all kinds of grain.  
 Better because they catch and save all the screenings.  
 Better because they are more convenient to locate.  
 Better because they are more substantially built.  
 Because they have more sieve surface.  
 Because the air currents are under complete control.  
 Because the bearings are longer and better and all on the outside.

## Barnard's Perfected Receiving Separator

Best and Most Efficient Receiving Separator ever offered the public.

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Will clean grain better and with less shrinkage than any Separator now on the market :::::::::::::::

It Has More Sieve Surface and Greater Capacity.

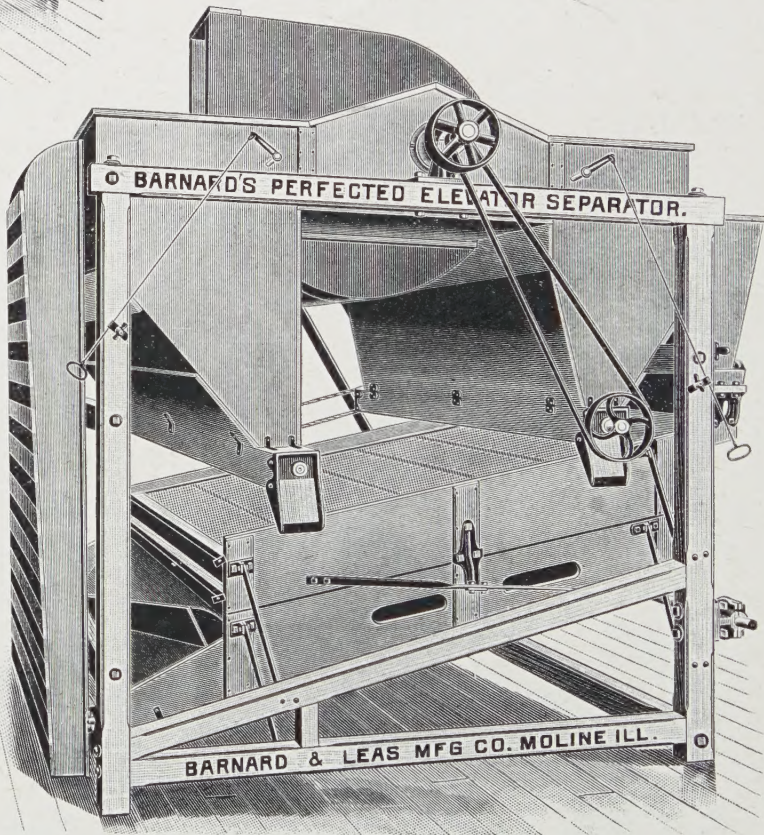


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DEAR SIRs:—The two No. 98 Separators you put in Elevator "D" are all right. I think they can do finer work, have greater capacity and in fact are better in every way than any machine I know of now.

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## THE MORRIS GRAIN DRIER

After six months' actual use, has demonstrated its

**Superior Advantages  
Over All Other Driers**

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The Basis of perfect drying of Wet Grain is thoro Ventilation of the heated air throu all portions of the grain to be dried.

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THE MORRIS IMPROVED  
DRIER IS THE ONLY DRIER  
IN EXISTENCE WHICH AC-  
COMPLISHES THIS.....  
RESULTS GUARANTEED.

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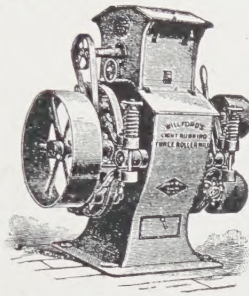
**Will Stand the Wear** and give as  
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Willford's Three-Roller Mill.

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They have the greatest capacity for power consumed  
They have solid cast frames.  
They have simple but perfect adjustments.  
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They have given satisfaction to thousands of users all over  
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**WHY?** Because they are the only Machines that will handle with equal facility grain containing 50 per cent. moisture to that simply damp and musty.

These Machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this.

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AND ANOTHER TO PUT EVERY KERNEL  
OF GRAIN INTO ITS NORMAL CONDITION  
BY NATURE'S OWN METHOD.  
WE CAN DO IT.**

For particulars, address....

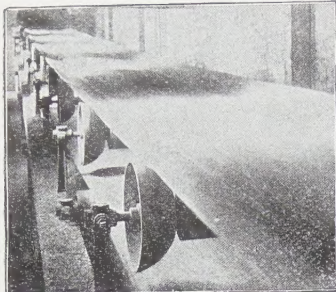
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53 Chamber of Commerce.

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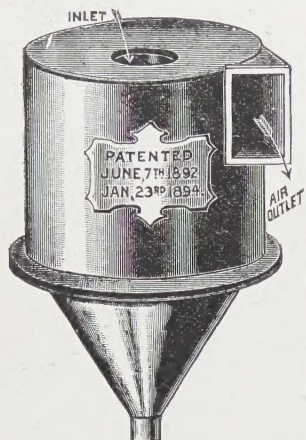
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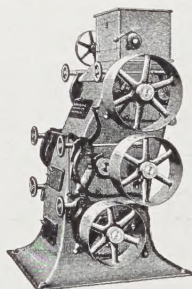
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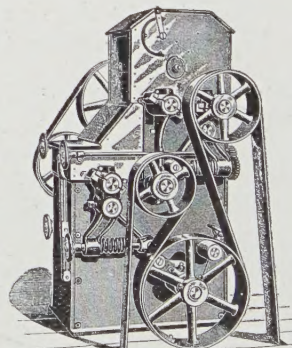
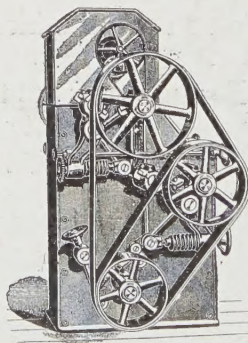
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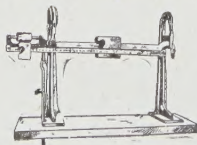
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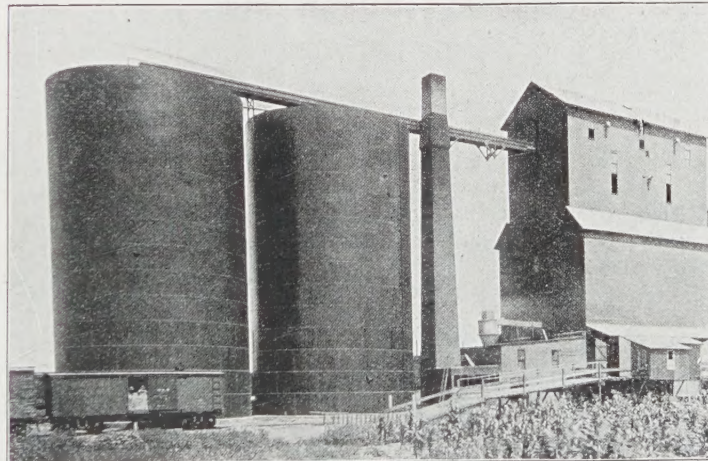
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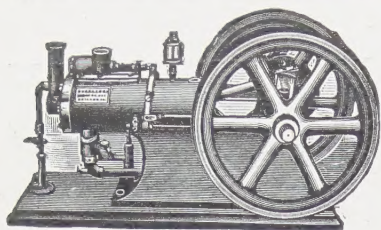
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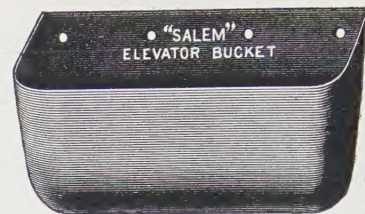
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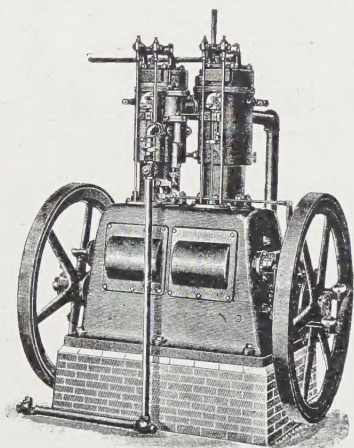
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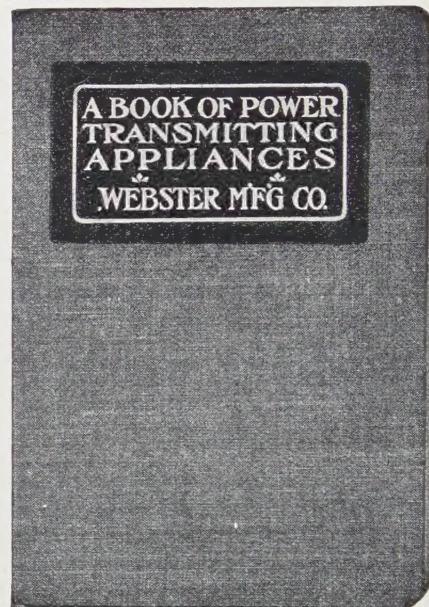
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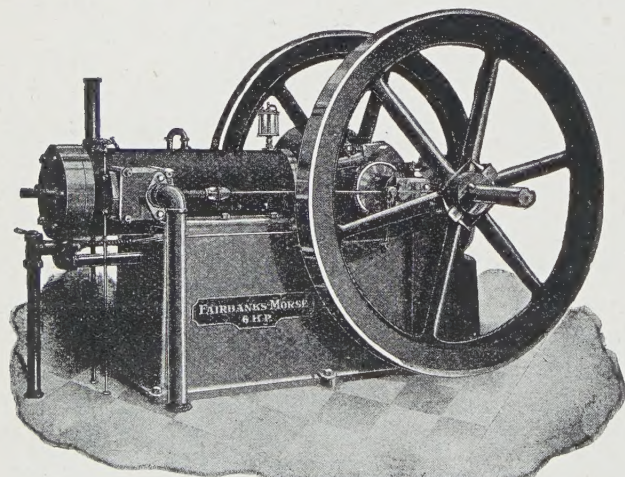
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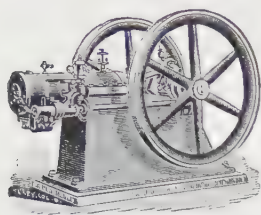
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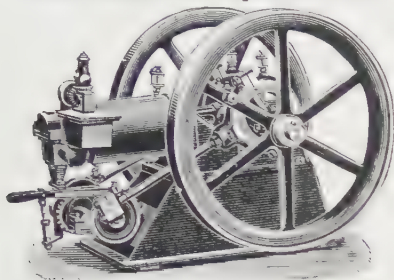
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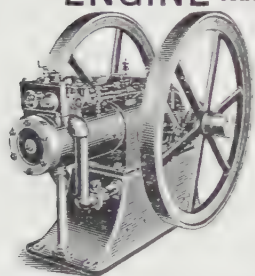


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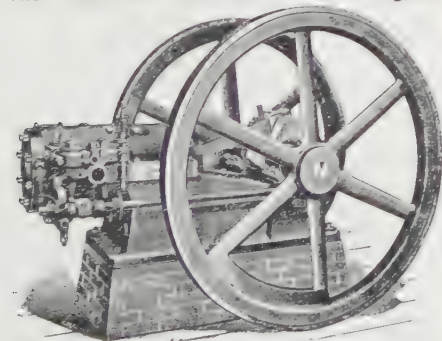
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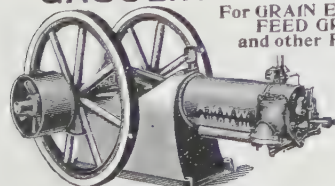


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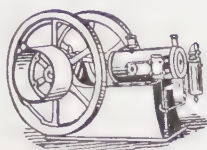
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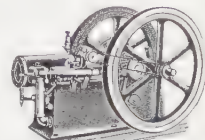
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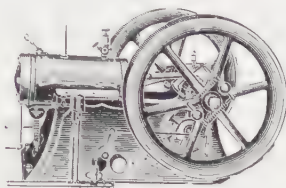
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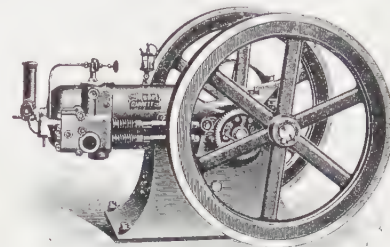
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GRINDER, fits any pumping windmill, and grinds all kinds of grain. E. B. Winger, Station R, Chicago, Ill.

CORNWALL CORN cleaner No. 2, used 3 months, \$75, f. o. b. Washington C. H., O. B. S. Constant Co., Bloomington, Ill.

CAR SHIFTING DEVICE. More powerful than team of horses or 10 men; sent on trial; \$5. Write K. H. Stafford & Bros., 22 Van Buren St., Chicago.

GRAIN SEPARATORS for sale cheap. Make perfect separation and seed grain. Dealers handling them make \$60 weekly. Hirsch Bros., Milwaukee, Wis.

GRAIN TESTERS for sale; 4-quart Fairbanks with flax percentage on beam. Price, \$10. Also one-quart Victor, price \$5. Both are in good condition. A. R. Mead, Linden, Ia.

HOWES No. 5 oat clipper and Howes dustless separator, both for \$250 fob. Chicago; capacity, 500 bu. per hour. Guaranteed to be in first-class condition. Z., Box 2, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

FEED ROLLS, SCALES.—3 three-high feed rolls; 3 600-bu. and 3 60-bu. Fairbanks hopper scales at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Av. S., Minneapolis, Minn.

NEW and second hand gasoline engines, roller feed mills, steam engines, boilers, shafting, pulleys, belting, flour mill and elevator furnishings at your own price. We corrugate rolls on best machines at large discount. Get our prices and save money. Jackson Corn & Feed Mill Co., Minneapolis, Minn.

THREE Monitor separators, capacity 800 to 1,000 bus. per hour; have been in use two years; in good repair; 3 Silver Creek oat clippers, capacity 400 bus. per hour; condition good; 4 Morgan oat clippers, capacity 400 bus. per hour; condition good. We will sell these machines very reasonable. Armour & Co., Chicago.

H. C. Clark, Colfax, Ind.: It is not necessary to continue the advertisement of the burr mill, as I sold it immediately after the first notice in the JOURNAL; and have received several letters since inquiring about it.

Little & Co., Oldtown, O.: Please discontinue for the present our "For Sale" ad, as we already have more replies than we can look after.

H. A. Clevenger, Bondville, Ill.: I have sold the elevator at York, Neb., so you may take the ad out of the JOURNAL. I received letters from every direction.

## Clarks Car Register.

Indispensable to grain receivers and large shippers. Affords ready reference to the entry or record of any car number.

All numbers are separated into 100 divisions, indexed by first and second right-hand figures, so one can quickly find the record of any car entered. In looking for 9846, turn to the marginal index for the unit, 6, on that page find column 4, and follow blue line in column to figure 8, which will be the number wanted.

The book comprises double pages of heavy paper ruled in columns for initials, car number and record of 7,500 cars. Well bound, 11x14½ inches. Price \$1.50.

The same book, with space for registering 15,000 cars. Price \$2.50.

Sold by **GRAIN DEALERS COMPANY,**  
10 Pacific Ave., CHICAGO, ILL.

**WANTED.**

POSITION wanted as manager of Ind. elevator or engineer; best references. J. M. Hudgins, Reynolds, Ind.

ELEVATORS wanted everywhere by readers of the Grain Dealers Journal. Now is the time to advertise and get a good price for yours.

SITUATION wanted; by young man, 4 years in grain business; good bookkeeper; best references. W. E. Mereness, Jr., Gen. Del., Des Moines, Ia.

PRACTICAL MAN wanted, familiar with the manufacture of grain handling machinery and transmission, capable of laying out work from drawings. Address Machinist, Box 2, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

PARTNER wanted, with some capital, to engage in the grain, lumber and machinery business. Can buy 150,000 bu. grain and sell 60 car loads lumber annually. None but good, practical, hustling business men need answer. Address J. H. Fitzgerald, Geneseo, N. D.

ELEVATOR POSITION WANTED by young, active man, aged 33 years and married; thoroly understand care of machinery and steam power and the handling and cleaning of grain. Have good education; not afraid of work and will work for reasonable salary where position is permanent. Can furnish best reference. Saml. E. Fackler, Astoria, Ill.

**FOR SALE-MISCELLANEOUS.**

No. 1 Will trade Decatur property for country elevators. No. 2—Will sell cheap first class 100-bbl. mill or trade. No. 3—Want a position as general manager of line of elevators. No. 4—Want a position as bookkeeper, office man or traveler. No. 5—We have customers wanting to buy, and some to sell, elevators. Write us if you mean business. No. 27, Box 4, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

L. C. Butler, Arion, Ia.: I will let my ad stay in one more issue. I have received over a dozen letters inquiring about my elevator, and think I will make sale. If I do not, it will not be any fault of the JOURNAL.

**ENGINES FOR SALE.**

ATLAS 40-h. p. steam engine for sale cheap. Hutchinson Grain & Feed Co., Hutchinson, Kan.

GASOLINE engine; 12 h. Fairbanks Morse, used 3 mos. Wm. R. Perrin & Co., 46th and Loomis, Chicago.

SEVEN horse Otto and 10 h. Fairbanks gasoline engines. Backus Gas Engine Co., 171 Lake St., Chicago.

ENGINE, 12-h. p. gasoline; 16-in. Kaestner mill; boilers and engines, 3-h. p. up; new boiler feed pumps, \$18. The Bicknell Hardware Co., Janesville, Wis.

GOOD Frost engine 20 and boiler 30 h. p., at \$100 less than cost. Bot for new elevator; but owing to hitch new engine was put in, this being inaccessible. Seafield Grain Co., Wolcott, Ind.

STEAM outfit for sale; complete; good as new; price, \$350 cash; 20-h. p. engine and boiler, including firebrick and common brick furnace, in use only 4 months; engine and boiler guaranteed to be in good order. James Sheeran, Chapman, Kan.

**MACHINES WANTED.**

IF YOU do not find what you want advertise for it here.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

GOOD corn sheller and cleaner, elevator buckets and belting wanted; also 10 to 15-h. p. engine and boiler, suitable for small country elevator. Cecil Grain & Lumber Co., Cecil, Ohio.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

M. E. Harris, Cowan, Ind.: I inclose check to balance bill for one more ad. The JOURNAL is all right. While I have not sold, I have had a number of inquiries, and it is no fault of the JOURNAL.

## GRAIN DEALERS JOURNAL

10 PACIFIC AVE., CHICAGO, ILL.

190.

Gentlemen:—Enclosed find One (\$1.00) Dollar for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name \_\_\_\_\_

Post Office \_\_\_\_\_

State \_\_\_\_\_



## Clarks Grain Tables

AVOID UNNECESSARY FIGURING,  
PREVENT ERRORS IN COMPUTATIONS  
BY USING

CLARK'S STANDARD SERIES  
OF GRAIN CALCULATORS,  
FOR REDUCING POUNDS TO BUSHELS.

**Clark's Grain Tables for Wagon Loads** reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

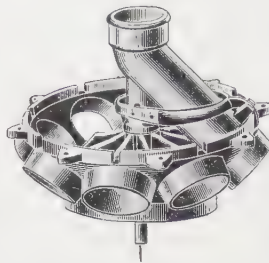
**Clark's Vest Pocket Grain Tables** include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2 3/4 inches wide by 8 1/4 inches long. Price 50 cents.

**Clark's Grain Tables for Car Loads** reduces any amount from 20,000 to 64,000 lbs. to bushels, and is designed for use by Shippers and Commission Merchants. It is printed on good paper from heavy faced type and bound in cloth. It contains 16 tables, which show the equivalent in bushels of 32, 56, 60 and 48 lbs., of any amount from 20,000 to 75,000 lbs. Price \$1.50.

**Bushel Values** is a companion table for wagon loads. It shows the cost of bushels and lbs., when the market price is any amount from 15 cents to \$1.04 per bushel. It is conveniently arranged and easily understood. It is printed on good paper and bound in heavy cover paper. Price 50 cents.

Any of the above tables can be obtained from the  
**GRAIN DEALERS COMPANY,**  
10 PACIFIC AVE. CHICAGO, ILL.

## Hall Grain Distributor AND OVERFLOW INDICATOR.



*Absolutely  
Prevents...*

Mixing grain  
during process  
of distribution  
between turn  
spout and bins.

**Automatically  
Notifies Oper-  
ator when Bin  
is full.**

*Some of the line companies using our  
distributors in large numbers:*

Nye & Schneider Co.  
Trans-Mississippi Grain Co.  
Crowell Lumber & Grain Co.  
Udlike Grain Co.  
St. Anthony & Dakota Elevator Co.  
Minnesota Elevator Co.  
Inter-State Elevator Co.

Send for  
booklet to **Hall Distributor Co.,**  
222 First National Bank Bldg., OMAHA, NEB.

## Clark's Grain Book

**Is a Record and Memorandum Book  
for the use of Country Dealers.**

It is 9 1/2 x 12 inches, contains 400 pages of heavy manilla paper, bound with board covers, leather back and corners. Each page is ruled into 12 uniform sized squares. Each square is used to keep a record of each load of grain, there being room enough to write the farmers name, kind of grain, gross, tare and net weights and to figure how much it comes to at the ruling market price.

**Price \$1.50.**

For Sale by  
**Grain Dealers Company,**  
10 Pacific Avenue, Chicago, Ill.

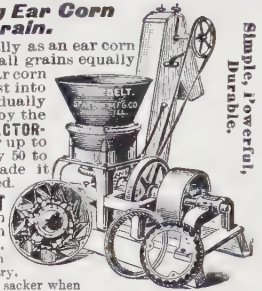
## CORN BELT POWER GRINDER.

**For Grinding Ear Corn  
and Small Grain.**

Designed more especially as an ear corn grinder, but will grind all grains equally well. Does not crush ear corn and cob, but cuts it first into coarse and then gradually finer cubes until taken by the burrs. **GRINDS SATISFACTORILY** with 3-horse power up to 15. It's slow speed, only 50 to 300 revolutions. So made it can't heat and spoil feed.

**WE GUARANTEE IT**

to grind more ear corn per horse power than any other grinder made. Grinding parts easily taken out and replaced if necessary. Equipped with elevator and sacker when desired. Write us for circulars, prices, &c., before you buy.  
**SPARTAN MANUFACTURING CO., 25 Fox St. Aurora, Ill.**



*Simple, Powerful,  
Durable.*

J. D. Rippey, Stafford, Kan.: Discontinue the advertisement, as I have sold one-half interest in my elevator business to C. F. Bucher. The sale was consummated through the advertisement appearing in the JOURNAL.

## Clark's Record OF CARS SHIPPED.

Is adapted for the use of country grain shippers, to keep a record of all cars of grain shipped. This book is 9 1/2 x 12 inches and has space for 2500 cars. The leaves are made of ledger paper, ruled for date sold, date shipped, car number, initials, to whom sold, destination, grain, grade sold, their inspection, discount, amount freight, our weight, bushels, destination bushels, over, short, price, amount freight, other charges and remarks. It is well bound in strong board covers, with leather tack and corners. **Price \$1.50.**

**GRAIN DEALERS COMPANY**  
10 Pacific Ave., Chicago, Ill.

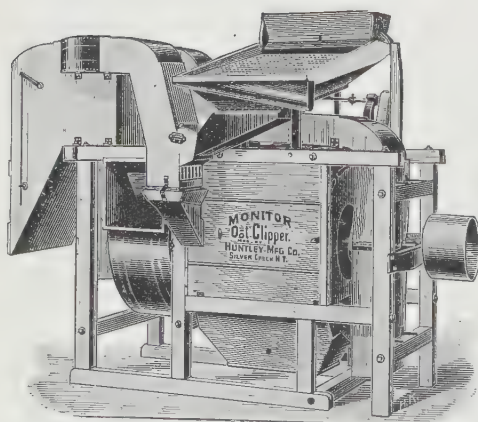
# MONITOR MACHINES STANDARD THE WORLD OVER.

Barley, Corn, Flax  
Cleaners.

OAT CLIPPERS,  
GRAIN CLEANERS.

High Grade ————— Superior Construction.

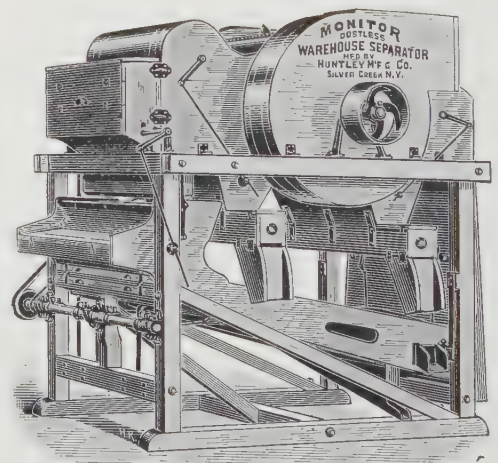
Write for Full Information, Circulars, Etc.



**HUNTLEY  
MFG. CO.,**

Sole Manufacturers,

**SILVER CREEK, N. Y.**





# GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month

BY THE

**GRAIN DEALERS COMPANY.**

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, . . . . . Editor.  
J. CARVER STRONG, Advertising Representative.  
NORMAN H. CAMP, . . . . . Attorney for the Company.

Price, Five Cents a Copy: One Dollar Per Year.  
Foreign Subscriptions, \$1.50 per year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., FEBRUARY 25, 1900.

A meeting of Grain Dealers will be held in Des Moines, Iowa, Wednesday, March 14th.

The annihilation of bucketshops would surely bring about a great change upon all exchanges.

If any of our readers know of timothy seed being used for any purpose other than seed for reproducing itself, we would be pleased to hear from him.

Chicago has turned the current of her famous sewer up stream and the captains of the great lake vessels are now experimenting and studying how to get their vessels to and from the elevators.

An inquiry in this number for the address of the maker of a grain mixer suitable to the needs of a large house shud convince those conducting experiments along this line that a ready market awaits their machine.

Last fall we received reports of a number of shipments of grain which were claimed to be large car loads. Some of them were quite bulky but they are not in it, not for a minute, with the car reported in this number.

India has another famine and over four million persons are being fed at government expense. Some American corn has been given for their relief but we still have millions to spare and the only thing necessary seems to be means for transporting it.

The people continue to hold anti-trust meetings and the promoters continue to hypnotize manufacturers by painting deceiving pictures of great profits arising from consolidation and the sacrifice of individuals. The trusts' plan of operating many factories scattered over the country has not yet proved a howling success. In fact every time there is a squeeze in Wall Street, the water runs down both sides of that famous thoroughfare in torrents. No trust stock seems to be able to stand squeezing long. The forced reorganiza-

tion of the Brooklyn Wharf and Warehousing Co. and the flour milling trust is but an example of the success of this modern nightmare.

To the reader who first sends a correct translation of the grain trading ticket shown in this number in the most excellent article from the pen of L. W. Bodman, we will give one year's subscription. Those who seek the aid of a Japanese interpreter will be barred.

Corn does not seem to be grading satisfactory to shippers in any market. That arriving from certain districts in Illinois seems to contain more moisture than that from other states further west. Complaints against Chicago and New Orleans have been quite vigorous recently.

A French correspondent to American papers who has given much study to the question, and read discussions of French Agricultural Societies maintains with all the confidence of an expert, that wheat is cheaper and better for fattening cattle than either corn or oats. How those news correspondents do lie to fill space!

The annual meeting of the Kansas Grain Dealers Association which will be held at Topeka March 6th and 7th promises to be an unusual event in the history of the trade. A large attendance is assured and following the convention, all will go on an excursion to the Gulf to inspect the facilities of different ports for handling export grain.

A Kansas friend of the Journal suggests that every grain dealer should contribute to its columns. The suggestion is a good one and we sincerely hope that every one of our many friends will act on his suggestion. Let every number be a conference, a joint discussion of the trade. Surely it would help all very much. It is your turn. Poets are not barred.

A branch of the Illinois Grain Dealers Association has formally protested against shippers being charged for kiln drying corn at New Orleans and against being required to stand loss by shrinkage due to this operation. If shippers have to pay for the drying surely they are entitled to a settlement for their grain on a basis of the grade after grain leaves dryer.

A grain shipper of Liberty, Indiana, has incurred the displeasure of the C. H. & D. Railroad because he would not move a large grain elevator from land which the railroad desired him to vacate. It is refusing to give him cars and indulging in other childlike tricks, which can only result in damage to its own cause. The railroad was granted a charter and obtained the right of way for the purpose of transporting freight and passengers without discrimination against any and with equal privileges to all. Its action in

refusing to give cars is such a direct infraction of its charter that any cross-roads attorney should be able to bring them to time in a hurry. Such nonsense does not have to be tolerated even by a grain elevator man.

A grain dealer who recently lost heavily by the collapse of his elevator writes: "The loss of the elevator was due to weakness of that portion of it below the cribbing. The contractor may make a success as constructor of balloons, but as constructor of grain elevators, he is not in it." His indignation is justifiable. It is seldom economy to employ a cheap builder, the result is often a very expensive house.

The farmers of Germany after four years' trial of the Anti-Bourse law raised no objection to the reopening of the exchanges and hereafter futures will be traded in at Berlin and elsewhere. The great damage done the producers of the world cannot be attributed to the legitimate exchanges. It is to be credited to the bucketshops and those who bucket-shop their trade.

The average dealer who runs up against the rules and regulations recently issued by some of the railroads in compliance with classification No. 20 knows less about what he will have to put into a car after reading the rules than he did before. As a puzzle maker the compiler is surely entitled to recognition. It is well to watch the marked capacity of a car and get 10 per cent more into it if possible.

As most of the freight in the Western states and especially in Illinois is supplied by grain shippers of the state, it seems more than reasonable that their interests should be represented on the State Railroad Commission. Illinois has nearly two thousand grain shippers, and if they will bring small pressure to bear upon the politicians surely they will be given representation on the Board.

The commercial exchanges of the country are determined to secure Federal legislation which will bring about the extermination of bucketshops, that work so persistently against real values. If our wiseacres at Washington did not find it necessary to devote all their time to the consideration of wars in which we have no direct interest and in bribery charges, it might be possible for something to be attained along this line during the present session.

An Illinois grain dealer who was dissatisfied with the returns he was receiving from his business put in a wooden hen and is more than delighted with the returns from his investment. Poultry raising has long been a side line with some grain dealers who have made a study of the business and secure very



satisfactory profits therefrom. It enables them to dispose of screenings, sweepings, off-grade grain and refuse which could not be disposed of in any other way unless a good feed mill was provided.

The convention of the Boards of Trade at Chicago this month was very successful and it is to be hoped that it will result in bringing trading in grain nearer to an actual cash basis. Sales for delivery more than 90 days hence are to be discouraged. It would be even better if the exchanges would limit futures to 60 days. There seems to be no doubt that the nearer trading is reduced to a cash basis, the better will be the prices of grain, and it is expected that better prices will be accompanied by more active markets.

An avaricious landlord of the Hoosier State has recently sought to further increase the burden of the grain buyer and make him responsible for the collection of rent from tenants who sold their grain to him. In this case we are happy to say that the landlord fell far short of his mark. He collected his share of the grain but the tenant forgot to pay the balance which was promised in cash, and because of this dereliction on the part of the tenant, very unreasonably requested the court to require the grain dealer to pay the balance due for rent. Indiana is not quite so bad as Iowa and it seems that the courts are not inclined to make free collection agencies of grain dealers in the interests of careless landlords.

The proposed amendment of Iowa's Landlord and Tenant Law is meeting with many checks but will be enacted into a law if the dealers of the state will use their influence with their representatives in the State Legislature. The latest interruption to its course in the Senate was due to a clerical error which required the bill to be returned to the Agricultural Committee. The bill is of great importance to every dealer in Iowa who buys grain direct from the growers and if enacted will relieve them from insulting farmers who offer grain for sale with impertinent questions regarding the payment of their rent. The bill deserves the active support of every dealer and buyer and if it receives it there will be no doubt as to its being passed.

The Minnesota Inspection Department has had so many experienced and competent workers—ward workers we mean, added to its force during recent months that grain graded Rejected and smutty sometimes brings more than No. 2 Northern. One day this month three cars of Rejected smutty wheat were sold at within a quarter of a cent of the price of 83 cars No. 1 Northern. It is very evident that the inspectors have got the rules mixed or else mixed up the names of the different grades. Of course they would not be admitted to the service of

the department unless they were thoroughly familiar with the varying qualities of grain. However, they are becoming mixed so frequently in their grading that the trade seems to be depending almost entirely upon samples for quality of shipments.

An Illinois grain dealer who recently lost his elevator by fire paid his engineer \$1.50 to act as foreman of a gang of men employed to clean away the ruins and erect a new elevator. No plans were made. The house was built on the cut and try plan and naturally many changes were made after parts of the work were completed. The result is a very expensive house and one which will be expensive to operate as well as inconvenient. A competent elevator builder who has made a study of this class of structures could have built it for much less, in fact he would have saved many times the cost of his services by reduction in first cost alone. The reduction in operating expenses and the better utilization of the space would have been an additional profit for the grain dealer. The house has not yet fallen, but it may. Is this true economy?

Iowa grain dealers do not seem to be so aggressive as the thrashers who recently organized an association and immediately demanded the enactment of a law forbidding the sale of grain until the thrashers bill had been paid. If their demand is granted it will still further increase the trouble of the down-trodden grain dealer. It is only another scheme to make the grain dealer pay for the neglect of those who have to do with the grain before it reaches him. By and by the burden will become so great that we can expect all the grain dealers of the state to rise up and demand that the landlord, thrasher and all other loafers be required to look after their own business and to collect their own rents and bills. This last burden shud be enuf to stir the dealers to action. They shud demand in most specific terms that they be relieved of the necessity of paying bills of tenants and farmers who for some reasons best known to themselves and their creditors avoid settlement. If the grain dealer is to be required to protect the rights of the creditors he shud at least receive a small recompense of his services.

J. Hume Smith has been re-elected president of the Baltimore Chamber of Commerce for the third consecutive term. The other officers are Charles C. Macgill, vice-president; L. Z. Doll, treasurer; Harry A. Wroth, assistant secretary. William F. Wheately, re-elected secretary, has served ably in that position since 1867, each additional term of his incumbency serving to increase the high esteem in which he is held by every member of the chamber.

## LETTERS FROM THE TRADE

### THE BIGGEST CAR OF CORN.

Grain Dealers Journal: Feb. 9 there was unloaded for our account in the Keith Elevator, A. T. & S. F. car No. 7392, containing 105,860 pounds of corn, or 1,890.20 bushels. This car was shipped by Chas. C. Davis & Co., of Laura, Ill., and we think it is the largest car of corn that ever came to Chicago. Who can beat it? Jas. P. Smith & Co., Chicago.

### WILL BUILD AN ELEVATOR.

Grain Dealers Journal: There is a movement on foot to establish a Co-operative Elevator Company at Fancy Prairie, Ill. A stock company, to be composed of one hundred members, is being organized. The shares are to be sold at \$50 per share. Nearly all the stock has been subscribed for. Fancy Prairie is a station on the C. & A. R. R., seven miles north of Springfield, Ill., and is backed up by wealthy farmers, in fact the hub of the garden spot for agriculture of the state.

Grain trade is looking up. The improved markets, especially for corn, and some reduction in eastern freight rates, has stimulated trade very much. In three days this week E. R. Ulrich & Son's Elevator at this station received 179 loads of corn, or about 11,500 bushels. M. R. Thayer, Manager E. R. Ulrich & Sons, Buffalo, Ill.

### AN ODE TO GRIMES.

Grain Dealers Journal: I mail you an effusion from a prominent grain dealer, whose timidity would not permit him to go into print. The initials of his signature Here's Bro. Grimes, he's right at times, And then sometimes he's lost. Opinions are free, and its easy to see They're worth just what they cost.

There's plenty of wheat, look out for your meat, And you'll have plenty of Grubb's), But to get a Black-eye just go long on July, And living will be a hard rub.

The Autumn was dry, and later the Fly Into the wheat fields came, The news just fit the Bull in the pit, And now he's dying game.

The Lion and Boer may each want more Of the cereal that gives good cheer, So early in the morn, put your wealth in corn And be happy all the year.

A. B. O. W.—B. O. C.

might mean A Bear on Wheat—Bull on Corn. It was suggested, no doubt, by Grimes' bull letter on wheat. Grimes, you know, has wheat to sell. Buckeye.

### EVERY GRAIN DEALER SHOULD CONTRIBUTE.

Grain Dealers Journal: The Journal is always a welcome visitor. Should I discontinue taking this valuable paper I would feel at a loss, for I find written on every page good advice and something of interest to the down-trodden grain man. I feel that much good will be accomplished thru the medium of this Journal in the way of acquainting ourselves with what is going on in the grain trade in the various states and territories.

The question has long been settled in my mind that the only way to make a success of the grain business is to understand one another and work together for one another's good. The way to do this is to get acquainted thru the Journal, giving our views.

So let each and every grain dealer endeavor to contribute a few letters set-



ting forth his views as to the best method of uniting and protecting our vast brotherhood of grain dealers. Wishing one and all a prosperous year, I am, as ever, yours for success. W. W. Smith, Hollyrood, Kan.

#### NO No. 2 CORN.

Grain Dealers Journal: The quality specifications of No. 2. No. 2 white, and No. 2 yellow corn are that it "shall be dry and reasonably clean, but not good enough for No. 1." On January 4, 1900, there was not a car of any kind of No. 2 corn in 315 cars inspected in by the State grain department, and on January 15 there was none in 447 cars received. On Saturday and Monday, February 17 and 19, there was not a car of No. 2 grade corn in a total of 1,476 cars received. I have searched the records of the State grain department back every day to January 1, 1894, and the only other instance found when no contract corn was received was February 9, 1895, but on that day only 35 cars of all kinds were received. In January, 1900, there were only 171 cars of No. 2 grade corn in 10,934 cars inspected in, and during the current month, including February 20, only 161 cars have been found in 11,018 cars received. And yet the chief of the inspection department says there is no kicking. This may be because when business men get up against such a tough proposition as the present inspection of grain in this market they are dumbfounded. He also says "there is no politics in the department." The public could not be more charitable toward the State grain department than to think otherwise. E. W. Burdick, Chicago.

#### CORN GRADING AT NEW ORLEANS.

Grain Dealers Journal: We notice in your issue of December 25th, 1899, a letter from Mr. R. G. Risser of Kankakee, Ill., calling the attention of the trade to the irregularities of the inspection of corn in the city of New Orleans. We regret that you saw fit to publish this letter without first referring it to us, thereby enabling us to furnish you with certain facts in regard to inspection in New Orleans, from which we think you would draw very different conclusions from what you would be justified in drawing from Mr. Risser's letter.

The New Orleans Board of Trade, Limited, through its Grain Committee, begs to call the attention of all grain shippers that corn to grade No. 3 or better in New Orleans must be reasonably dry. We will not allow damp corn to be put in our export elevators, and probably the difference in value between No. 3 and No. 4 corn is greater in New Orleans than in the markets in proximity to the stock feeding centers. All shippers know this. That the New Orleans inspections on corn are rigid, we admit, but a comparison of the New Orleans inspections and of the Chicago inspections will show that we are not the only market that grades soft corn No. 4.

For a period extending from December 1st to January 23rd, 1900, the inspection ran as follows: Out of 16,419 cars, Chicago inspected 349 only No. 2, 13,299 No. 3, 2,780 No. 4. Out of 7,240 cars, New Orleans inspected 4,499 cars No. 2, 2,400 No. 3, 347 No. 4, certainly a very small percentage of No. 4 in the New Orleans inspection; but all well informed shippers know that New Orleans is not a

good market for No. 4, consequently they ship it elsewhere.

We will be very glad to know how Mr. Risser can justify his remarks in the face of these figures.

In regard to corn shelled out the same day in Illinois, some of it grading on arrival No. 2, some of it No. 3 and some of it No. 4, this is very natural. The conditions under which this corn is loaded into the cars may be entirely different, and the very fact of its being shelled out the same day does not of necessity imply that the corn must be identical in quality.

Mr. Risser goes on to say in his letter that several of the grain men in Illinois have been down to New Orleans and they find that the inspection department is directly if not indirectly under the control of the men who buy corn for export at that port, and they also find that the majority of the grain committee are representatives of prominent export firms of that city. When we come down to the facts of the case, we find that of the seven members of the grain committee only two are buyers of corn in Illinois, the other five having no possible interests in the grading or misgrading of the Illinois corn.

Referring to Mr. Risser's remarks in regard to kiln drying No. 4 corn, this is a matter over which the exporters have no control, and are in no way consulted. It is for the inspectors to say how dry the corn shall be before it is in fit condition to go into the export elevators, and we feel sure the exporters here would be only too glad to turn over all corn grading No. 4 and under to the sellers for such disposition as they might see fit.

Several Illinois grain dealers have been down here and have been thoroughly convinced that the New Orleans inspections are fairly and satisfactorily conducted. The trade here would be very pleased to have the Grain Dealers' Association of Illinois send down a representative to watch the interests of the members of the association. In fact, we believe that this suggestion came from us some two years ago. It has at all times been entirely optional with the Illinois dealers to send somebody down here and probably it would be more satisfactory for all concerned if somebody were appointed at New Orleans to represent the interests of the sellers, altho we do not consider that this appointment is by any means necessary.

We judge from the tone of Mr. Risser's letter that what he intends to convey to his readers is that the exporters in New Orleans are growing rapidly rich at the expense of the Illinois dealers. If this is the case, we would like to know how he accounts for the fact that some of our largest exporters have dropped out of Illinois entirely. Surely if there were a gold mine in trading in Illinois corn they would be loathe to drop out.

This Board of Trade proposes to and does deal fairly with both shipper and buyer, and hopes to continue to merit the good opinions of all fair minded grain men.

In conclusion, we beg to state that we consider the publication of Mr. Risser's letter does us an unwarranted injury, and that if the Illinois dealers will come down to New Orleans themselves and meet the exporters, investigate the methods of handling grain and familiarize themselves with the local conditions, we think they will feel entirely satisfied that they are being fairly treated. Yours truly, Geo. B. Matthews, Chairman Grain Committee.

#### THE GRAIN MAN LICKS.

By M. D. C.

I've licked a dozen stamps today  
For telegrams I sent,  
I licked, and stuck one on my lease  
So hard it made a dent.

I licked each stamp to paste upon  
My bills of lading, four,  
I licked them for my drafts and notes  
Until my tongue was sore.

My purchase tickets all got one,  
My contracts and my checks,  
For my express I licked a stamp  
And each my soul did vex.

I've licked these stamps to show that I  
Respect my country's will,  
And now I'd like to lick the man  
Who introduced that bill.

#### COBS,

Sagamund Vasen, grain importer of Berlin, is visiting the United States.

The St. Louis & San Francisco Railroad is making the final survey for its new line from Oklahoma City to Acme, Tex.

The Hepburn Nicaragua canal bill, which has been favorably reported on by the committee on foreign commerce, provides for the acquisition of territory from Costa Rica and Nicaragua for the construction of a canal under United States control from Greytown to Brito.

Senator Albert J. Beveridge, in his famous speech in the United States senate, told one side of his experiences in the Philippines. The other and more personal side—what he saw and heard of the American soldier in the field—he will tell exclusively in an early number of the Saturday Evening Post of Philadelphia.

The Supreme Court of the United States has reversed the decision of the lower court in the suit of the Chicago, Milwaukee & St. Paul Railroad Co. against the South Dakota Railroad Commission, which had attempted to enforce lower rates. The case is remanded with instructions to refer the matter to a competent master.

The Dominion Parliament will appropriate funds for the improvement of the French River from Georgian Bay to Lake Nipissing, a distance of 50 miles. The improvement will give the Canadian Pacific Railway a short route for the grain traffic from Fort William, Ont., to Montreal, Que., and enable it to compete with the similar route operated by the Canada Atlantic Railway via Parry Sound. J. I. Tarte, minister of public works, says: The French is already a navigable river and we will only have to improve small portions to make it a first-class waterway for vessels drawing eighteen feet. We will build several dams, a couple of locks, and the balance will be dredged.

F. B. Thurber, chairman of the committee on railroad transportation of the National Board of Trade, said recently at a conference with railway officials: The average railroad executive is apt to forget that he is performing a semi-public function—the furnishing of highways as well as selling transportation—and that the vote of the small shipper had as much to do with conferring the franchises under which railroads exist as that of the large shipper; and that the right of the citizen on the highway should come in to limit the law of wholesale and retail, which applies in private transactions. He even is apt to forget that a large number of small shippers pay a better average rate than a small number of large ones, and that there is such a thing as developing the few up to a point where they can virtually dictate their own rates.



## ASKED AND ANSWERED

### WHO MAKES GRAIN MIXERS?

Grain Dealers Journal: On page 45 of the Jan. 25 issue of the Grain Dealers Journal is an item about grain mixers. We do not see the article illustrated therein. We would be pleased to receive the addresses of one or two manufacturers of the best articles in that line. Victoria Elevator Co., Minneapolis, Minn.

### FORM OF GRAIN TICKET.

Grain Dealers Journal: I enclose a sample ticket, shown herewith, of the kind I am using. As we have no bank I deposit my money with H. C. Clock & Sons, who run a general store. From what I see in the Journal, I do not think this requires a stamp. Does it? J. W. Carden, Geneva, Ia.

### WHO IS SOLICITING FARMERS' SHIPMENTS?

Grain Dealers Journal: Who are the firm that style themselves grain dealers,

minimum is 35,000 pounds, corn in bulk the minimum is 40,000 pounds. If the marked capacity of a car ordered for the shipment of oats is less than 35,000 pound the minimum weight will be 10 per cent above the marked capacity. Where the car of oats contains 17,500 pounds and over and less than 35,000 pounds the contents of the car will be correctly weighed and charged for at actual weight, when in excess of specified minimums. If the marked capacity of the car ordered for the shipment of corn is less than 40,000 pounds the minimum weight will be 10 per cent above the marked capacity. Where the car of corn contains 20,000 pounds and over, and less than 40,000 pounds, the contents of car will be correctly weighed and charged for at actual weight when in excess of specified minimums. When the actual weight is less than the specified minimums the maximum weights will be charged.

### TIMOTHY SEED FOR DYEING?

Grain Dealers Journal: I would like to know if timothy seed is used other than for seed? It does not seem possible that the whole crop is used for seed, and

realize how much moisture will be absorbed by burnt clay, and we are hoping that we may save the seed in this inexpensive way. E. Davenport, Professor of Animal Husbandry, Illinois Agricultural Experiment Station, Urbana, Ill.

The coal famine in France and Germany is interfering with the operation of flour mills.

The India relief association of Abilene, Kan., shipped a car of corn Feb. 10 to the sufferers.

The American Cereal Co. has re-elected the same board of directors for the ensuing year. The business of the year, \$12,000,000, was the largest ever done by the company. The total assets are \$8,232,796. For the year just passed the company has charged \$985,696 to surplus; \$328,500 to depreciation, and \$1,313,570 to profit and loss.

John Hyde, statistician of the Department of Agriculture, estimates that on Jan. 1 there were on the farms of the United States 13,537,524 horses, 2,086,027 mules, 16,292,360 milch cows, 27,610,054 other cattle, and 41,883,065 sheep. The number of horses decreased 127,783;

\$	\$10.00
Name	S. Jones
Date	Feb. 2, 1900.
Bushels	50 lbs
Grain	Oats
Price	20

No.	Geneva, Iowa, February 2, 1900.	
<b>H. C. CLOCK &amp; SON,</b>		
PAY TO	S. Jones	\$ 10.00
	Ten	DOLLARS.
For	50 Bushels	Oats at 20
	J. W. Carden,	Buyers.

and want farmers to ship their grain to them at Chicago, Ill.? It would be a nice state of affairs for the farmers to ship their grain that way. We would surely be shocking wheat for them. Baldwin & Elliot, West Liberty, O. Ans.—The farmer's commission house is the only one we know of in Chicago.

### MINIMUM CAR LOADS?

Grain Dealers Journal: I am informed that under the new rules the minimum weight of a car load of oats from Chicago east is 35,000 pounds, while corn is 40,000 pounds, with a proviso that cars of a smaller capacity will be handled with the minimum weight of 10 per cent above their marked capacity. The ruling therefore makes it necessary that in all possible cases where you have a car which has a marked capacity of over 32,000 pounds it must be loaded with at least 35,000 pounds of oats or 40,000 pounds of corn. In cases where you have cars which run from 24,000 to 32,000 pounds same must not be loaded less than 10 per cent above their marked capacity. There are a good many small cars on the roads and we would like to have accurate information as to the way they must be loaded, so as not to pay excess freight.—Illinois Shipper.

Ans.—The following is taken from the Official Classification No. 20, which went into effect Jan. 1, 1900. Oats in bulk, the

I have heard that it is used in cloth printing and dyeing—A Subscriber.

Alex Rodgers, Seed Merchant, Chicago: Timothy seed is never used for anything but seed for sowing for hay or pasture. No color could be extracted from the seed. How the erroneous idea that it is used for dyeing got started I do not know.

Illinois Seed Co., Chicago: We know of no use that timothy seed is put to, except for seeding purposes.

The Albert Dickinson Co., Chicago: We have yet to learn of timothy seed being used for any other purpose except seeding. It is true the production is in excess of demand, and there is a large surplus.

### HOW TO SAVE BROOMCORN SEED.

Grain Dealers Journal: We are planning some experiments for another year upon the question raised in the Grain Dealers Journal by J. G. Herman of Ashmore, Ill., on the preservation of broomcorn seed. There is no doubt as to the feeding value of this seed. We shall try two methods of preservation, one putting it in the silo and another to dry it by the free use of tile or brick. I am surprised that so few farmers know that damp corn can be dried out by a few tile placed in the bin. Those who have tried the plan

mules, 48,186, and other than milch cows, 384,171, compared with the number on Jan. 1, 1899. Milch cows increased 302,245, and sheep 2,768,612.

Receipts at New Orleans during 1899 were 11,874,000 bushels of wheat, 22,041,000 bushels of corn, and 3,563,000 bushels of oats, against 12,657,000 bushels of wheat, 19,748,000 bushels of corn and 4,265,000 bushels of oats during the preceding year. The exports were 11,795,000 bushels of wheat, 21,718,000 bushels of corn, and 882,000 bushels of oats, against 12,618,000 bushels of wheat, 20,336,000 bushels of corn and 1,704,000 bushels of oats during the preceding year.

Exports of breadstuffs during January, as reported by O. P. Austin, chief of the Bureau of Statistics, included, wheat, 6,555,694 bushels; corn, 15,180,755; oats, 1,654,210; rye, 244,963, and barley, 2,251,180; against wheat, 13,321,245 bushels; corn, 14,218,193; oats, 1,218,472; rye, 1,051,290, and barley, 339,373, during January, 1899. For the seven months ending with January the exports included, wheat, 63,386,281 bushels; corn, 129,828,926; oats, 20,711,604; rye, 1,508,000 and barley, 18,163,018; compared with wheat, 99,047,462 bushels; corn, 97,079,821; oats, 18,448,334; rye, 7,563,857, and barley, 1,584,498; during the corresponding seven months of 1898-9. The total value of all breadstuffs exported was \$156,009,735; against \$168,295,261 during the corresponding seven months of 1898-9.



## JAPAN'S RICE FIELDS AND EXCHANGES.

From a paper by L. W. Bodman.

The principal production of Japan is rice, and rice fields are everywhere in evidence. While being prepared for the plant, they are not a thing of beauty, being covered with water and looking like a muck-hole. Japan delights in things small, and her rice fields are her constant delight in this respect, for the ground is built up around each field to hold the water in place, and they vary in size from an extreme of perhaps three acres to fields only five by ten feet. Going down through a valley in the mountains one day I counted in five minutes 179 distinct rice fields, and in three quarters of an hour's ride I must have passed at least 600. In fact, one never can get away from them. Every corner by the road-side, every vacant spot on the hillside, where a level surface might be maintained, contained a rice field, and I used to think that if Japan had a population of forty-two millions there was certainly one rice field for each one of them.

When we passed thru Central Japan in April many of these fields were beautiful with growing barley, wheat, rape-seed and millet. When we were over the same ground in June, these crops were being harvested, the water turned in, and the ground prepared for rice. Crops overlap each other. Fields are planted in barley and other grain as we set out onions and plant corn. In between the rows, at the proper time, beans were planted, and as the yellow grain was cut off large areas seemed to blossom out into deep green again.

Rice is raised on forty-eight per cent of their cultivable area. Thirty per cent is given over to wheat, barley, rye, millet and rape-seed. Vegetables, like beans and dikon make up thirteen per cent. Mulberry trees for the silk worm five per cent. Cotton, hemp, tobacco, etc., one and a quarter per cent, while the cultivation of tea, which forms one of their principal exports, takes up less than one per cent. Rice is therefore king, and everything centers about it. The crop is worth three to four hundred millions of yen each year, and of this amount less than ten millions of yen in value is exported, all of which is sent to England. With this small surplus a shortage in the crop of rice is a calamity to the Japanese. Two years ago the price was double what it is now, and they were large importers from China.

Perhaps to this Board nothing would be of more interest than an account of our visits to the rice exchange of Kyoto and Tokyo. To the Kyoto Exchange we presented ourselves one morning about 9:30. This seemed to us a proper time to commence business, for the Chicago Exchange opened at that hour, and why not Kyoto? The building was strictly Japanese, looked like any other building for three miles around, and to an European might be regarded as a boarding house, a livery stable or a carpenter shop, except that the trading room, which is open to the street, had a railing inside and a rostrum inside of the railing.

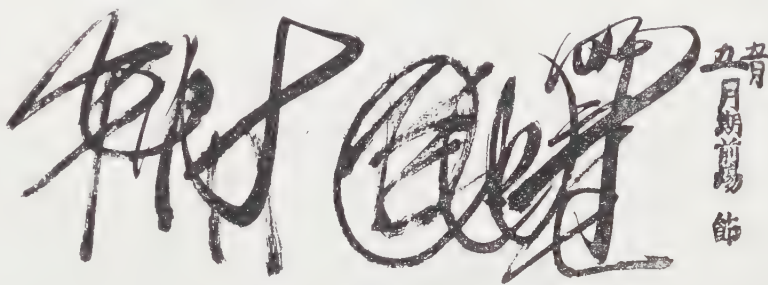
We were informed on arrival that the brokers would soon be on hand to commence business, and promptly at 9:30 the caller mounted the rostrum, hung out a shingle to notify the brokers that April rice was on call, and at once invited bids and offers. We felt perfectly at home, especially when the market was pounded off some three points amid intense excitement,

for two dozen brokers jumped for the caller's eye when April was announced, two dozen pairs of arms were extended in wild gesticulation, and offers and bids were quickly made. We could shut our eyes and imagine that we were back in the call room in the good old days of the early eighties. When a trade was made, both parties clapped their hands together vigorously as a sign of agreement. The Secretary made a record and the brokers depended altogether on the Secretary's records and made no entry themselves.

Later we introduced ourselves to the Secretary, and a couple of directors, and tried to get some information. But it came hard. Conversation through our Japanese courier on methods of business was slow, and we had trouble in making them understand what we wanted to find out. But we did learn that their system of trading had been in vogue in Kyoto for a hundred years, and in the neighboring city of Osaka for three hundred years. Now thru all that hundred years it was necessary for these two places to communicate quickly with each other on quotations of rice, and so a system of wigwagging the market was evolved. Persons on the roof of the Kyoto Exchange would signal to another station a quarter of a mile distant. He in turn would take it up and in a short time these

An official stood near the caller to preserve order, and, if necessary, a word from him would stop all transactions, tone down a too noisy demonstration of a particular member, or check any irregularity. This respect for authority was refreshing, and I was glad to reflect that in the ordinary course of events this official would never be asked to serve on the room committee of the Chicago Board of Trade and so have all his preconceived ideas and notions shattered.

I also had the pleasure of meeting the President of the Toyko Exchange and eight of their directors, and through our interpreter learned more concerning their business. These transactions, a copy of which I take pleasure in handing you, were made while I stood on the platform by the side of the caller. Each page represents two trades, the quantity traded in, the price, the mark of the seller and the mark of the buyer. One sheet represents a sale of one hundred chocho of rice at nine yen sixty seven sen per chocho. Trades are made in ten chocho lots, or multiples of same, a chocho being a trifle less than three hundred pounds, as seven of them are supposed to represent an exact ton. These trades are taken down by the Secretary with lightning rapidity. There were no less than six persons around him who placed these sheets before him, kept his pen supplied with ink, posted the



Record of trade on Rice Exchange at Tokyo, Japan. Original trading sheet is 6x16 inches.

quotations would be posted in the Osaka Exchange. Now so strangely and so strongly do these people cling to the old forms and ways of their ancestors that today quotations are wigwagged between these two cities. They explained as a reason that the telegraph lines were under Government control, that no special haste could be given any dispatch, that each must take its turn, and that for them the old form was the quickest. But still we felt that respect for the spiritualized shades of their ancestors had its effect, and was the principal reason for the old form of communication being kept up.

Some weeks later, through the kindness of a mutual friend, to whom I had a letter from our Mr. Stone, I visited the Rice Exchange of Tokyo. Here I learned more of their workings, stood beside the caller while transactions were taken down by the Secretary with lightning rapidity, saw the brokers grab at favorable offerings with true Chicago earnestness, and in the eager crowd below me read a daily chapter of our own pit life that was really fascinating. In one respect there was a difference from our own exchanges. I could but notice as I stood beside the caller how thoroly good natured everyone seemed to be. I could not detect a cross face in the crowd on either day that I watched them, and though they jammed, pushed and elbowed each other in truly American style, it was always accompanied by laughter and a good feeling that was contagious to all who saw it.

changes in quotations, and took the sheets out of the Secretary's hands to be confirmed between the parties in another part of the room. When a trade is once down on these sheets, only one change is ever made, and that by the consent of both buyer and seller. After that it has to stand whether or no, and even the petition of both parties is not entertained.

Rice is dealt in for ninety days ahead. That is to say, in the middle of May they traded in May rice, June rice and July rice. Deliveries are made on these sales on the last day of the month for which they are sold, and no deliveries can be made at any other time, except by special agreement of the parties. A lower grade can always be delivered on a contract by tendering the market difference in money; hence no "corners" in Japan. The Government exercises a sharp control over this Exchange, as it does over everything else in Japan, and prohibits any trade being made for any greater length of time than ninety days. It also prohibits by severe penalties anything of the character of a bucket shop, and one of the directors told me that very seldom was anything of that kind attempted in Japan, as the Government showed no mercy, and it was considered as the most dishonorable kind of gambling.

The Rice Exchange of Tokyo is a stock company. They guarantee all trades and call all margins. Every broker has to put up five thousand yen as a guaranty of good faith, and then is called upon to



margin every trade he makes. If at any time he fails to respond to these calls, he is closed out and his security is used to meet any necessary deficit. The Exchange has full power to call a man down if they think he is trading too heavily, and at Osaka they closed the Exchange only a few days before on account of the violent fluctuations in rice.

The Exchange makes rings, has offsets, and it was explained to me that this term of offsets had been in use in Tokyo for over fifty years, that the Japanese word meant "dropped out," and that they had used exactly the same term for the same reason and for the same purpose in Kyoto and Osaka for a much longer time than at Tokyo.

They have at the Exchange four calls

see them for years. They had no reports of American exchanges, knew but little about us, and were surprised that we had imitated them so closely in the details of business; for inquiring into the details of their business, I found it was carried on in almost every way similar to ours; and the checking up of trade, the putting up of margins, the deliveries of grain on the trades, all bore close resemblance to the course pursued by our own Board.

#### H. J. CALDWELL.

Harry J. Caldwell, who is in the race for State Senatorship from Benton County, Indiana, is not only a grain dealer, but a farmer, lawyer and a man of exceptional ability.



H. J. Caldwell, Earl Park, Ind.

every morning and three every afternoon, and all the business is done at these calls. Brokers charge thirty sen for each trade of ten chocho. Of this they are obliged to pay the Exchanges fifteen sen, while the Exchange on its part has to pay the Government some six sen. The Exchange only boasts about eighty members, and everyone dealing in rice does their business through these eighty members or brokers. The Exchange is a paying institution, stocked at four hundred thousand yen, par value of their shares fifty yen, and the stock today is worth one hundred and forty. A few years ago it was selling at over twice that, but the starting of the Stock Exchange in Tokyo took away much of their business and diverted much of their speculative trade. Visitors to the Exchange are rare. But one other party of Americans had been to

Mr. Caldwell's early life was spent in Ohio, his parents had decided to send him thru college, but the death of his father made it impossible, and at the age of fourteen he was thrown on his own resources. He then apprenticed himself to the publishers of the Sandusky, Ohio, Journal for four years, at a salary of one dollar per week for the first year and an increase of fifty cents per week for each year following. While he was still in the printing office he heard of a neighbor boy who had been to college, and on his return could write as fast as one could talk. He was anxious to acquire this accomplishment also, so he secured the short hand book from his neighbor by trading a six dollar saddle for it. During his apprenticeship he studied evenings and mastered shorthand. While learning the printer's trade he made some

extra money by writing news items for the Cleveland Herald.

After completing his apprenticeship he secured a position in the government printing office at Washington, D. C., where he staid for one year, giving it up for a position with the official shorthand reporter of the United States Senate. After two years he resigned to accept the position of private secretary to Richard J. Oglesby, United States Senator from Illinois. While private secretary for Senator Oglesby he devoted his evenings to the study of law, and was admitted to the bar in 1879. In 1892 he had to give up his law practice in Chicago on account of his ill health. He then moved to Earl Park, Ind., and entered the farming and grain business.

Mr. Caldwell is interested in the good work that can be accomplished by grain dealers' associations, and is now the Chairman of the Western Indiana Division of the Grain Dealers' National Association. His forcible address last year did much towards prompting the grain dealers to stand for their rights. A clear thinker and experienced parliamentarian, it was but natural that he was selected chairman. His acquaintance with the laws and the rights of shippers and his fearless antagonism to the railroads which persisted in ignoring these rights also brot him to the front in the fight of the Western Indiana dealers for cars.

As will be seen from the foregoing, he has led a most active life and has won his present position by faithful application and hard work. Mr. Caldwell has hosts of friends, and is one of the best liked and most popular men in his section of the state. Being a natural orator and an earnest worker in all causes he champions it is reasonable to predict that he will do much for his district and guard vigilantly the interests he represents.

## SUITS AND DECISIONS

An agent is not released from liability for goods sold, for the price of which he agreed to be responsible, by the principal renewing a note, taken by the agent.

The suit of Amanda Whitney, colored, against the Greenleaf-Baker Grain Co., of Atchison, Kan., for \$10,000 damages on account of the accidental death of her husband at defendant's elevator, has been dismissed at plaintiff's request.

An action for a balance due on a contract fully executed and accepted and of which the party sued has had the benefit, cannot be defeated on the ground that the contract was not in writing, as required by the statute of frauds.

The Kemper Grain Co., of Kansas City, brought suit Feb. 12, against the Louisville & Nashville Railroad Co. to recover \$20,000. To satisfy a claim against the R. T. Morrison Grain Co. the railroad company seized a quantity of corn shipped by William T. Kemper.

The Zenith Broom Works, of Duluth, Minn., have brought suit against D. L. & John Fishleigh, dealers in broomcorn at Chicago, for \$1,500 damages for failure to deliver a quantity of brush. After the contract was made at \$60 the price of brush rapidly advanced to \$200.

The suit of Torkel Thompson against David L. Thompson, of Appleton, Minn., reported in the Journal of Jan. 10, has been reheard, and the decision again reversed; and the elevator man will have to pay for the burned wheat, because the



part of the contract giving free storage in exchange for a release from liability was not in writing.

The Urdike Grain Co., of Omaha, Neb., has brought suit against the Weare Commission Co., for \$2,000 damages. The company operates a line of elevators in Nebraska. At one of these O. G. Higbee was in charge, and was sent money to buy grain from farmers. It is alleged Higbee placed a part of this money with the Weare Commission Co. as margins for several "flyers" in grain and suffered heavy loss.

Wicks Bros., of West Superior, Wis., have brought suit against the Scottish Union & National to recover on a policy which had been ordered canceled, and had been sent to the company's agent. The insured property burned while the policy was in the mails, and the plaintiffs claim that it could not be canceled until the company received it. The defendant claims that the mails were its agent, and that the policy was canceled as soon as given up by the plaintiffs.

A person who bores a hole into a granary and steals the wheat which runs out is guilty of burglary. In this case it was contended by the defendant that in order to constitute burglary there must be an entry of the building, and as the evidence showed that the grain was removed thru the opening made by the auger, therefore defendant did not enter the building, and was not guilty. But the court held that the auger was used first in breaking and again for the purpose of setting the grain in motion, and that there was thereby a legal entry and theft in law. Supreme Court of North Dakota, 80 N. W. Rep. 193.

## GRAIN CARRIERS.

Rumor has it that the I. I. & I. R. R. will build an extension from South Bend to Elkhart, Ind.

A standard box car of uniform dimensions and capacity is being seriously considered by the railroads of the United States.

A second survey of the Des Moines, Iowa Falls & Northern is being made, to pass thru Hubbard, Zearing, Colo and Maxwell.

The Muscatine, Tipton & Northern, which is to build 100 miles, is under survey to Independence from Anamosa to Independence.

The cost of canal transportation from Buffalo to New York is estimated by Major Symons, U. S. Engineer, at 1.32 cents per bushel of wheat.

The Bellingham Bay & British Columbia Railroad has amended its articles of incorporation to permit an extension of 24 miles from Sumas to Bolder Creek.

The Peoria, Decatur & Evansville Railroad was sold Feb. 7 to the Central Trust Co., of New York. The Illinois Central is believed to be the real buyer.

Directors of the Kansas Midland have voted to extend from Wichita, Kan., to Denison, Tex., a distance of 250 miles. A. L. Wolff, St. Louis, Mo., is receiver.

The contract for the 50-mile extension of the Eureka Springs Railroad, from Eureka Springs to Harrison, Ark., known as the St. Louis & Northern Arkansas, has been awarded to J. B. Colt & Co., of Clinton, Mo.

The report that the iron industries had chartered so many of the lake steamers that few would be available for grain is

untrue. The condition threatening the lake grain traffic is the high rates, which will divert grain to the railroads.

L. E. Cooley, a well known canal engineer, states that any canal to compete with railroads in these days must be of capacity to take a barge of 1,200 to 1,500 tons capacity. This would mean a canal 100 feet wide and from 12 to 15 feet deep.

John Q. Eaton, special agent of the Interstate Commission, has been investigating the close connection of railroads with certain grain firms at Kansas City, whereby the latter are enabled to control the business. A mass of evidence has been obtained.

The Nye & Jenks Grain Co., of Chicago, is not chartering any steamers for the coming season, as in the past. Mr. J. M. Jenks says that rates are so high that his firm will take chances on getting ships when wanted. Tonnage is so scarce that it will be about as cheap one way as the other.

The fever for regulating railroads, which originated in the western states, has spread to the east. Staid old Massachusetts is considering a bill which amounts to the state operation of railroads. The legislature will vote on a

posed, one from Cleveland to Marietta, and one from Toledo to Cincinnati. The latter is the most expensive, costing \$33,000,000, but is strongly favored by the people of Toledo, Dayton and Cincinnati.

The best argument against the Cullom-Interstate Commerce bill is that prepared by Walker D. Hines, attorney of the Louisville & Nashville Railroad. Mr. Hines shows that the proposed law will enable the Interstate Commerce Commission to usurp the powers of the United States Supreme Court. The Court has hitherto several times declined to enforce the orders of the Commission for changes in rates, on the ground that the rates were not unreasonable as alleged by the Commission.

### OFFICE OF SECRETARY BEWSHER, OMAHA.

Omaha has one art museum, not listed in the city directory, in which all regular grain dealers of the state have more than passing interest. It is the office of the secretary-treasurer of the Nebraska Grain Dealers Association in the Board of Trade Building.

The ceiling and upper part of the side



Office of Secretary Bewsher, Omaha.

proposition to create a state board of administration consisting of 15 members.

The Supreme Court of Kansas has declared unconstitutional the law requiring railroads to furnish shippers of one car of live stock transportation both ways free. Now that the railroads have the backing of the Court let them go ahead and abolish other favors that stock shippers enjoy and which are denied to grain shippers.

The Burlington system will open its Alliance, Neb., extension April 1. This line will open an entirely new region hitherto inaccessible, and will be followed by an influx of farmers, who will create business for shippers of grain and live stock. Thirty-seven miles of the road have been completed and 100 more are being built.

The Ohio State Canal Board has received a report from Chief Engineer Perkins expressing the opinion that a ship canal from Lake Erie to the Ohio River is not only feasible, but highly desirable. He recommends a channel 85 feet wide and 10 feet deep. Three routes are pro-

posed, one from Cleveland to Marietta, and one from Toledo to Cincinnati. The latter is the most expensive, costing \$33,000,000, but is strongly favored by the people of Toledo, Dayton and Cincinnati.

Secretary Bewsher contributes more to the practical equipment of the office. His most notable contribution to its decoration is the skeleton which hangs to the gas jet. It is the remains of a Knight of the Scoop Shovel, caught in Nebraska. This is not the last of the race, but owing to Mr. Bewsher's vigorous fight against such disturbers, very few remain.

The present association of Nebraska grain dealers was reorganized in April, 1898, with 178 members. Mr. Bewsher took charge of the office in August, 1898. The association has enjoyed a steady growth, until now it has a membership representing 680 elevators. It has the support of all the railroads and a surplus of \$1,700 in its treasury.

Mr. Bewsher is ably assisted in his work by Miss Clara B. Gray, his stenographer.



## PATENTS GRANTED

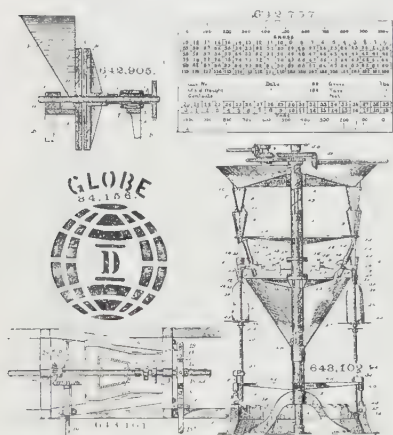
Antonia L. Novane, of Calistoga, Cal., has been granted letters patent No. 642,706 on a gas engine.

John A. Kelley and Stephen W. Rouse, of Fremont, Minn., have been granted letters patent No. 643,412 on a grinding mill.

The Albert Dickinson Co., Chicago, Ill., has registered a trade mark under number 34,156 (see cut) on grass, clover and field seeds, and seed grains, the essential feature of which is the word globe and the representation of a segmented globe inclosing the letter D.

Isaiah L. Hauser, of Chicago, Ill., has been granted letters patent No. 642,905 (see cut) on a rice huller. This consists of two grinding disks, one of which is mounted on a movable shaft. The rice passes between the two disks, which rotate and remove the hulls. A device for feeding the rice to the disks is provided.

Matthew H. Reed, of Allegheny, Pa., has been granted letters patent No. 642,757 (see cut) on a record card for scales. This record card is for use on track scales. It is divided into two divisions, the upper portion being for the main beam, is graduated both horizontally and vertically, and indicates the gross weight. The lower division of the card has a progressive graduation for the secondary beam. Between the two divisions of the card is a place for recording the car number, date, marked weight, date, contents, gross, tare and net pounds.



Willard C. Rowe, of Decatur, Ill., has been granted letters patent No. 643,161 (see cut) on a corn sheller, and assigned same to the Union Iron Works, of same place. The feature on which this patent has been issued is a shell provided interiorly with projections for removing the corn from the cob and a cone mounted within the shell, which is also provided with projections that co-operate with the projections on the shell. There is also a means for imparting rapid longitudinal movements to the cone while it is rotating, so as to relieve same should the sheller get clogged.

Adelmer M. Bates, of Chicago, Ill., has been granted letters patent No. 643,102 (see cut) on a sacking and weighing machine. This machine consists of a revolving hopper, which has chutes leading down from it, that are connected with weighing devices supported from underneath the hopper and revolving with it. There is a diverting chute supported upon each of the weighing devices which di-

vert the material from the bags to a receiving hopper. When the bags have the required amount of material in them the diverting chute closes the opening thereto. A device for moving the empty bags in place to be filled is provided.

## THE SUPPLY TRADE

The B. S. Constant Co., Bloomington, Ill.: We like the Journal and could not do without it.

Continuous advertising will bring success. You can not rely on advertising done in the past for future business.

B. F. Ryer, secretary, and E. E. Hunter, representatives of The S. Howes Co., Silver Creek, N. Y., were Chicago visitors this week.

Woodward, Wright & Co., Ltd., 410 Canal St., are now the New Orleans, La., representatives of the Link-Belt Machinery Co., Chicago.

Eikenberry & Temple, contractors for the B. S. Constant Co., of Bloomington, Ill., report bright prospects for this season's elevator building.

The Foos Gas Engine Co., of Springfield, O., has increased its capital stock from \$100,000 to \$150,000. The company is moving into new and larger quarters.

The advertiser who advertises periodically does not get the full value of his space. It requires more steam to start a train than it does to keep it moving.—Printer's Ink.

The Weller Manufacturing Co., Chicago, is adding to the equipment of its machine shop a large boring mill for finishing up flywheels and large sheaves for rope transmission.

No waste paper basket has ever been constructed to hold good periodicals or magazines. No sooner does one by chance get in than out it comes again. There is always just one more who wants to read it.—Our Wedge.

The Illinois Engine and Machinery Co., of Chicago, Ill., has filed articles of incorporation with a capital stock of \$2,500. This company will manufacture gas and steam engines. The incorporators are Charles A. Williams, Jacob H. Graf and John R. Williams.

The Omaha Gas Engine and Motor Co., which was incorporated at Omaha, Neb., some time ago, will make a very simple engine, invented by Lieut. H. K. Clover, of the United States navy. It has but one valve, and is said to work on a principle different from any other engine.

The fine residence, Elm Hill, of H. A. Barnard, president of the Barnard & Leas Manufacturing Co., Moline, Ill., was destroyed by fire recently. This was a fine brick structure overlooking the river. At the time of the fire the building was being remodelled, and most of the household effects were removed.

A German employer of labor said: "I like American machines so far as their performance of their work is concerned, but they demoralize my men. They come here in sober colors of paint and with no bright parts. The men who tend the machines do not have any brass to keep clean or any surfaces to rub and they get lazy. The German workman needs to be kept busy with things of this sort."

The meeting of the National Association of Gas and Gasoline Engine Manufacturers was held at Chicago Feb. 15. The object of this association is to bring

together the manufacturers of gas and gasoline engines for discussion of such matters as are of interest to that branch of business. S. E. Baker, of the Foos Gas Engine Co., Springfield, O., was elected president and C. D. Hudgens, of the Columbus Machine Co., Columbus, O., treasurer.

The 1900 encyclopedia or catalog of The American Well Works, of Aurora, illustrations, descriptions and prices of the large line of machinery manufactured Ill., is a book of 225 pages and contains by The American Well Works, which includes Well Sinking, Prospecting, Pumping, Irrigating and Hoisting Machinery; Water Hoists, Chapman's Air Water Lifting Systems, Gas, Gasoline and Steam Engines, Boilers, etc. The catalog is well indexed and contains a private code for use of customers. If you wish to get posted on the above lines send for the company's 1900 encyclopedia.

## BOOKS RECEIVED.

THE CORNICE WORK MANUAL is the title of a book devoted to cornice work in all its branches. We acknowledge its receipt from its publisher, The American Artisan, Chicago.

POINTS ON ADVERTISING is the name of a little booklet recently compiled by W. M. Reed of Morris, Ill. The booklet comprises a collection of ideas, suggestions, points and methods of publicity. It is well worth the reading.

ONE THOUSAND CATCH PHRASE is the title of booklet containing one thousand advertising catch phrases and ideas. This booklet furnishes a handy reference book to which the ad-writer can turn for an idea to make his composition brighter and more effective. Most of the phrases are original and all can be adapted to suit most needs. Copies can be had by writing the Advertising World, Columbus, O. Price 50 cents.

Two Iola, Kan., farmers are sowing a carload of salt with oats, wheat and flax, with the belief that chinch bugs will be discouraged.

Bisulfid of carbon, used as an insect exterminator, is said by a French scientist, M. H. Coupin, to injure the vitality of wheat. When the grain is to be used for seed it is advisable to use chloroform.

All barley is sold by sample in this market, including what is called Feed Barley for convenience and deception. E. W. Burdick, Chicago.

Lord Curzon, viceroy of India, cabled London, Feb. 12, that the famine in his dominions was steadily increasing. The number receiving relief is 3,784,000. Unfortunately for Lord Curzon's subjects, his brother-in-law, Joe Leiter, has already disposed of that big load of wheat he had on hand a few years ago.

A reward of \$250 is offered by Allan P. Lewis, New York, for an interview with the lady telegrapher, Miss May Courtenay, from whose office at Fulton Ferry was sent the lying message that broke Keene's wheat corner in May, 1879. A rascally agent of the bears forged the signature of James R. Keene to a telegram to his Chicago brokers, J. K. Fisher & Co., ordering them to sell 3,000,000 bushels.



## BARNARD'S PERFECTED ELEVATOR SEPARATOR.

Grain dealers associations have done much to broaden the country grain dealer. At meetings trade topics are discussed, ideas are exchanged on methods of doing business, and manner of marketing grain. Some find that their brother dealers are cleaning grain before shipment, thereby placing it in marketable condition and receiving highest prices. Also that it relieves them from paying freight on dirt to terminal markets. A good cleaner and separator cost some money, but it is a money earner from the start.

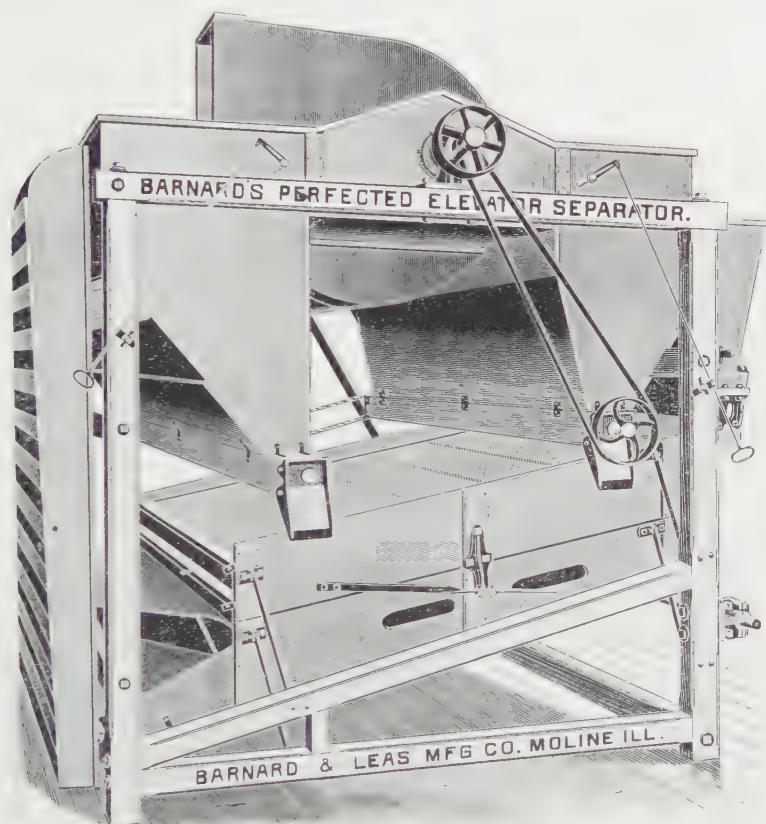
The accompanying cut shows Barnard's Perfected Elevator Separator that is made by the Barnard & Leas Manufacturing Co., Moline, Ill. It has four prominent features, is well and strongly made, is convenient to locate and operate, is efficient in its separators and does not waste

of time with any separator. The motion of the shaker is correct as to speed, travel and direction. A smooth, level motion is therefore obtained. This prevents the jumping and bouncing of the grain, which prevents good work and causes the sieves to become clogged more rapidly than where a smooth motion is obtained.

The air separations and settling chambers are as near perfect as possible. By an entirely new arrangement the screenings or settling chambers are made almost as efficient in catching and saving everything drawn out of the grain, as a dust collector.

This is an important feature of the machine, in view of the fact that the demand for screenings for feeding purposes is increasing each year.

These separators are made in three different styles, for receiving, milling and elevator purposes, the difference being in the number and size of the sieves. In



Barnard's Perfected Elevator Separator.

the offal taken out of the grain. Heavy shafting and long bearings are used, all bearings being exposed to view. The machine is so built that no wood work comes in contact with the running parts. The point where the grain enters the machine is about twenty per cent lower than is usual. Hence it can be placed almost anywhere in the elevator and be easily operated. The adjustments for both the feed and air currents are in easy reach. The sieves, which are conveniently arranged for handling, can be taken out of the shoe at the receiving end. In the larger sizes the sieves are made in sections that can be detached as they are drawn out. This makes them very convenient to handle and store.

These separators have plenty of sieve surface, so that the grain is sufficiently cleaned in one operation. Recleaning involves some loss of grain and much loss

the receiving apparatus the grain passes thru one sieve and over a seed sieve. In the milling separator the grain passes thru six sieves and over a seed sieve. In the elevator separator the grain passes thru three sieves and over a seed sieve.

A peculiarity of red clover is that the first crop does not yield seed in paying quantities. The habit of the bumblebee is at the bottom of it. Unlike the hive bee, when a bumblebee's nest is begun in the spring, a solitary bee is present, and that bee is a queen. Later on, there may be a numerous family, but too late to work on the first crop of red clover. The bumblebee is the principal operator in fertilizing red clover, and operators being so scarce at the time of the first bloom, there is very little seed perfected, whereas at the time of the second crop bumblebees are plentiful.

## SEEDS.

I nearly hate the thought of spring  
With its delightful sun,  
For well I know the mail will bring  
A pack from Washington;  
A little package duly franked,  
No postage stamps to show  
And it contains those little seeds  
The kind that never grow.

Toledo has in store about 25,000 to 35,000 bags of low grade clover seed.

For opinions on timothy seed for dyeing see Asked and Answered column this number.

The Schisler-Corneli Seed Co. and the Plant Seed Co. were among the sufferers in a recent \$2,000,000 fire at St. Louis, Mo. Altho the plant of the former was completely destroyed, the \$25,000 loss is fully covered by insurance.

Toledo receipts of clover seed for the week ending Feb. 17 were 2,478 bags; shipments, 6,868 bags; against 948 bags received and 5,196 bags shipped for corresponding week a year ago. This season's receipts have been 116,596 bags; last season's 62,444 bags, and two years ago 158,627 bags. Shipments this season have been 109,713 bags, last season 52,434 bags, and two years ago 83,889 bags.

C. A. King & Co. say the domestic demand for clover seed has been all for the lower grades, leaving the prime to accumulate. Until the demand absorbs all the low grades and old prime, the demand for prime will be mostly speculative, altho a few eastern buyers always want the best. March has fluctuated considerable this season, but not much of late. Last August it was down to 4.35, but up to 6.00 in October, soon as the shortage in this season's crop was more fully appreciated.

Condition of cars should be looked after when shippers are loading carloads of seed, writes the editor of Zahm's Circular. The other day we received a car of seed from an Indiana shipper who was very careless in loading it. In the first place the floor of the car was chuck full of dirt. This should have been all swept out. The sides of the car were full of nails. They should have been broken off or driven in. Instead of laying the bags down, he stood them up on end, the result being that the bags worked back and forth, caught on to the nails, tore open about 15 bags, the seed run out, and in addition to there being a shortage he had several bushels of seed and dirt instead of clear seed.

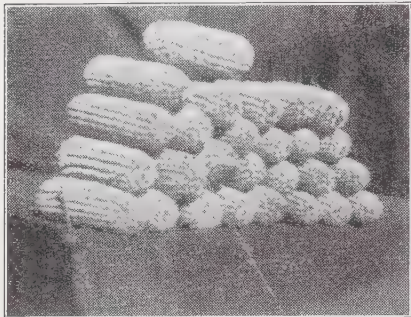
A Wisconsin seed dealer writes J. F. Zahm & Co.: Clover seed is about all out of farmers' hands, and only a small amount in dealers' hands to forward. As near as I can find out there are only one or two dealers in the state of Wisconsin who have any amount of seed on hand. There is a great demand springing up for home use. There has been very little snow all winter, and the ground is now bare, with zero weather, and most of the best and largest farmers say that the last spring seed is lost; also the fall wheat has been killed. If such should be the case there will be the largest demand for clover seed for home sowing ever known. Seed is now selling at Toledo prices for No. 2, and in Dubuque, Ia., to my certain knowledge old No. 2 seed is selling as high as \$5.50 per bushel, seed men in Dubuque shipping in carload lots from Chicago last week, something never done before. The whole state of Iowa is in the same fix, and every indication of having to re-seed all of last year's sowing.



## IMPROVED CORN.

The fact that some farmers are making a study of corn improvement and conducting experiments to attain desired results is decidedly encouraging for those who have long denounced the fake seed swindlers and made earnest efforts to induce farmers to improve the quality of their grain.

The accompanying cut, for which we are indebted to the Indiana Farmer, shows a number of ears of corn grown by a



Improved Corn.

farmer who has been trying for several years to grow corn to a fixed type. He has nearly reached his standard and the top-most ear is the one nearest his ideal. This corn has been named the Atwood. If dealers would do more missionary work among the farmers, show them the advantage of raising a better quality of grain, they would soon find the farmers trying to improve the quality of their grain. The grain dealers would reap their benefit in being able to sell better grain at a higher price.

Thin ice in Lake Superior leads to the conclusion that navigation this season will open early.

British shipowners fear the passage of the American ship subsidy bill, so do the American people.

The Illinois Central Railroad is endeavoring to capture a large share of the western grain trade.

The Charles City & Northeastern Railway has been organized to build a line out of Charles City, Ia.

Thirteen cars of beans were sold at Chicago last week in one sale, the largest for some time. The terms were private.

A special meeting to fix definitely the rates on grain was held Feb. 21 at New York by representatives of western lines.

The Chicago, Milwaukee & St. Paul is planning an extension from its main line at Waldo, Wis., to Sheboygan, a distance of 20 miles.

The Atchison system will extend its recent acquisition, the Hutchinson & Southern, from Ponca, Okla., to the Indian Territory coal fields.

The Omaha road, which is controlled by the Northwestern, will build this season a new Sioux City line 90 miles in length, by way of Tekamah.

The St. Louis, Oklahoma & Southern Railroad is negotiating for the immediate construction of a line between Sherman and a point on the St. Louis & San Francisco.

It is said the Findlay, Fort Wayne & Western will soon be extended from Fort Wayne to Peoria, Ill., and from Findlay to Akron, O. The road will form part of a trunk line to be controlled by the Astors.

This season for the first time the United States weather bureau will issue reports of the exact state of the ice in all harbors prior to the opening of navigation.

Grain dealers of Hungary are happy over the opening of a direct line of telegraph between Budapest and London, by which messages and replies can be transmitted the same day.

A silly story is cabled from Europe that hogs in Germany fed on American barley have sickened. American exporters declare the tale is only one of the periodical complaints made in Germany against American meat and other products that compete with the home grown.

The visible supply of grain Feb. 17, as compiled by Geo. F. Stone, secretary of the Chicago Board of Trade, was 53,220,000 bushels of wheat; 14,814,000 of corn; 5,743,000 of oats; 1,146,000 of rye; and 1,422,000 of barley; against wheat, 29,618,000 bushels; corn, 31,820,000; oats, 8,676,000; rye, 1,541,000; and barley, 2,772,000 bushels, on the corresponding date a year ago.

Wheat receipts at five winter and four spring grain markets for the 34 weeks ending Feb. 19, in bushels, as compiled by the Cincinnati Price Current, have been 166,079,000; against 212,128,000 and 180,966,000 for the corresponding periods of 1898-9 and 1897-8. For the week receipts were 3,010,000 bushels; against 2,665,000 for the previous week, and 1,784,000 a year ago.

The Southern Pacific is making an important addition to its system in California to shorten the line between San Francisco and Los Angeles. By filling in the gap between Mohave and Keeler and utilizing the Virginia & Truckee and Carson & Colorado, the Southern Pacific will have a cut-off that will practically put it on an equality with the Union Pacific into Los Angeles.

Grain traffic on the Canada Southern Railroad recently has been very heavy, breaking all records. During four hours Feb. 11, 22 east bound freight trains with 40 to 60 loaded cars passed St. Thomas, Ont. About 1,100 cars passed a given point in one direction in the four hours. The Canada Southern is a Vanderbilt road, and shares in the business of the Lake Shore and New York Central, which recently have been taking far more than their proportion of the grain shipments from Chicago east.

The coming spring and summer will no doubt afford excellent opportunities to make money in corn. Before another crop is raised there will be felt a shortage that is likely to bring such prices as have not prevailed for some years, to say nothing of what will happen should the next crop prove only a moderate or short crop. Speculation has more than doubled during the last two weeks, and we look forward to more activity right along, which is also a help and will mean higher prices. Ware & Leland.

National law to suppress bucket-shops, if enforced, would be a blessing to almost everybody. Farmers would be benefited by better average prices, resulting from the increased demand, which now goes to the bucket-shops where they merely bet upon the price. Millers would be able to make their hedges more easily. Grain dealers would receive increased trade. There should not be any opposition. There might be from the telegraph companies, who may imagine they would lose some revenue. The bucket-shops would certainly not give up without a struggle. C. A. King & Co.

February and March shipments of clover seed from Toledo are usually large. During these two months last year 45,000 bags of clover were shipped; in '98, 50,000 bags; in '97, 40,000 bags; in '96, 43,000 bags; in '95, 40,000 bags, and in '94, 42,000 bags. Stock at present is somewhere around 60,000 bags. So far this season the receipts exceed the shipments about 20,000 bags, and there were possibly 40,000 bags carried over from last year. If there are still 60,000 bags, and taking into consideration what will come in during the next two months the shipments will have to be considerably larger than past years in order to bring the stock down to a low figure.

Thomas Lyons, a well known dealer in broomcorn at Arcola, Ill., says: Broomcorn produces a very heavy crop of seed and up to date the same has been almost a total loss. There is no question in my mind but that the broomcorn seed is nutritious and makes a good feed, if properly taken care of and properly fed, but so far, our farmers have not made any attempt to save it at all. An acre of broomcorn will turn out on an average 80 bushels of seed. Estimating the seed to be worth about as much as oats, the 5,600,000 bushels produced in Illinois last year, and wasted, would be \$1,120,000.

E. S. Goff, of the Wisconsin experiment station, gives a new remedy for smut in oats. All that is necessary is to thoroughly saturate the seed oats with a solution made by adding one pound of formalin to 50 gallons of water, allowing the seed oats to remain saturated for two hours, before spreading them out to dry. Place a layer of oats 3 or 4 inches thick on the barn floor and sprinkle them with the formalin solution until they are entirely wet. Then another layer may be placed on top of the first layer and sprinkled as before, repeating the process until all the seed oats have been sprinkled. Then leave them in the pile for two hours, when they should be spread out thinly to dry. They should be shoveled over once or twice a day until dry. If they are to be sown broadcast, it will not be necessary to dry them.

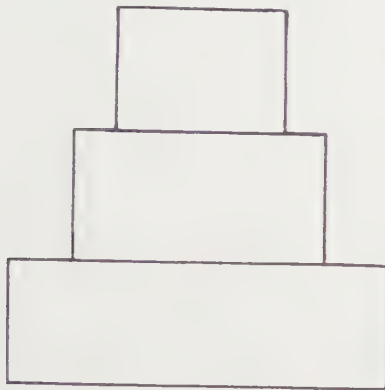
It is not likely that the new Board of Directors of the Chicago Board of Trade will take up the cause of the small shippers who request that a rule be adopted making it uncommercial conduct for members of the Board to accept rebates on shipments. The directors might adopt a resolution denouncing acceptance of rebates as uncommercial conduct, but it would not be likely to administer punishment in special cases where proof was offered. The cut rate, the rebate and other forms of discrimination which are used in violation of the Interstate Commerce Law are acknowledged to be unjust, even by the recipients thereof. So unfair is such competition that the favored ones must eventually crowd all others out of the trade. When the railroads have assisted them in doing this, they may then reap a harvest of regrets for the large shippers will have become so strong and their demands for low rates so emphatic that the railroads will be helpless. The shippers will be so strong that they will be able to pit one road against another and force rates to an unprofitable basis, and bring ruin to the carriers. Fair rates, uniform rates for all, and discrimination for none would mean a fair business for small or large shippers and larger earnings for the carriers to-day, as well as always.



### MAHONEY'S COLLAPSED ELEVATOR AT LATIMER, IA.

Designing and building grain elevators is more of a profession than a trade and the successful builder must have more than a passing acquaintance with higher mathematics. He must study the strength of timbers and different styles of constructions, as well as the greatest strain the house full of grain can exert. Guess work will not do, he must know how to build a house that will withstand all strains and not collapse.

Frequently accounts of falling elevators appear in the Journal. The entire house falls in a heap or the grain bins burst. Investigation generally proves that the elevator was built by a country barn builder, who knew nothing whatsoever



Cross Section of Piers.

of the lateral strains to which a grain elevator is subjected. Intending builders will profit by employing a man who is known to be a competent designer and builder of grain storehouses. A cheap, poorly constructed house will endanger your own life, the lives of your employes and the lives of those who come to the elevator on business. Had the collapsing of the Mahoney elevator, which occurred at Latimer, Ia., recently, happened during the day it would have been attended with loss of life. If there had been \$200 more spent on the foundations the building would be standing today and in good condition, but it is a complete wreck.

The accompanying cut shows the condition of the Mahoney Elevator Company's elevator at Latimer, Iowa, after its collapse January 24. This elevator, which had a capacity of 30,000 bu., was built last August, and was in operation exactly five months and nine days from the day the first load was taken in.

The size of the house was 32 x 36 feet by 70 feet to the top of the cupola. The foundation walls consisted of eight piers 3 feet wide at the bottom, 12 feet in length and 3 feet high, the first foot of these piers at the bottom were 3 feet wide, the second 2 feet and the third 16 inches. The line cut given herewith shows a cross section of the piers. The sills resting on the piers were of 6 x 8 inch timber, while the posts resting on each pier, 3 in number, were 8 x 8 inches by 4 feet. The sills resting on the top of these posts were composed of five 2 x 8 inch planks spiked together, and on these sills rested the floor joists which consisted of 3 x 10 inch planks about a foot apart.

The elevator contained nine bins, which, with the exception of two, had flat bottoms. On each side of the ten foot alley-way, extending from the dump

driveway to the railroad track, were two flat bottom bins about forty feet deep. Above the alley-way were two hopper bottomed bins. The larger one was next to the railroad track, and was used as a shipping bin; the other one spouted back into the dump.

Above the driveway were three flat bottomed bins, which spouted back into the dump pit. The power for operating the elevator was furnished by a 4 h. p. gasoline engine, which was placed in the basement. If the engine had been placed in a small brick engine room 20 feet away it would not have been damaged by falling elevator.

There was no office or scale in connection with the building, Mr. Mahoney using the office and scale of Mr. Sorensen, the lumber dealer.

The following are some of the causes given for the collapse of the building.

inch planks spiked together on top of the posts, on the railroad side of the house began to tip towards the opposite side of the building. They continued to tip more and more until the day previous to the collapse it was tipped over 2 feet out of plumb. The sill resting directly on the north wall first broke within about 3 feet of the northwest corner post and about two weeks later the one within the same distance from the northeast corner post broke the same way. This was caused by the wall underneath crushing and settling.

On the afternoon and evening previous to the day of the collapse, it was evident from the rapidity with which the sills on the posts had tipped that it would be only a short time before the building would give way. Finally the sills became tipped so much that the posts on which they rested were crowded out, thus al-



Mahoney's Collapsed Elevator at Latimer, Ia.

The ground on which the elevator stood is low, wet and soft. The stone pieces were not heavy enuf, but would have sustained a much greater weight had they been battered up gradually from the bottom instead of being laid as is shown in the line cut. Instead of unbattered piers continuous wall should have been laid from one end of the building to the other. At least one extra (four would have been still better) piers should have been constructed under the main part of the building. Heavier and wider timbers should have been used. Only twenty-four posts were used under the building, when there shud have been forty-eight of heavier material. Those that were used were fairly crushed into the sills.

The foundations were about heavy enuf to sustain the weight of the empty building, for just as soon as the building began to be loaded a little, it was noticed that the walls began to settle and crush. Later the sills, composed of the 2 x 8

lowing the building to drop out on the north side first. This threw the whole weight of the building on the balance of the supports and the entire building dropped to the ground, a distance of about 6 feet.

At the time of the collapse the elevator contained about 25,000 bushels of oats, 2,000 corn and 1,000 barley, the loss on which in the way of wastage, mixing and cost of handling will be about three cents per bushel. The elevator, as can be seen, is about 12 feet out of plumb. The grain was immediately drawn by wagon to and handled thru the elevator of Moore Bros. & Felthous and loaded into cars for the Mahoney Elevator Co. Grain men who intend to build can profit by the experience of the Mahoney Co.

The first car of western grain to go into store was received at Baltimore Jan. 23, 1872, and was stored in B. & O. "A," the first elevator in that city.



# GRAIN TRADE NEWS.

## CANADA.

A second bill to regulate the grain trade of the Northwest has been introduced by Dr. Douglas.

The Houlton Grain & Grocery Co., of Aroostook, N. B., has failed. Liabilities, \$12,000; assets, \$3,000.

The Dominion grain and elevator commission has completed its work. Over 200 witnesses have been examined.

The Quebec & Lake Huron Railway Co., has been incorporated by Michigan capitalists to build a new line 460 miles in length.

J. Israel Tarte, minister of public works, says that he would like to see Montreal a free port and Canada's canal system made entirely free.

Under the new flaxseed inspection rules 75 cars have been inspected at Winnipeg. A bill will be introduced to make the inspection legal.

The Canadian Pacific Railway Co. will build a cleaning elevator at Fort William, Ont., to obviate the delay caused by shipping grain to Port Arthur to be cleaned.

The Canadian government has orders for 3,000 tons of hay monthly for shipment to the British forces in South Africa. The price of No. 2 hay has risen from \$3.50 and \$4 to \$7.50 and \$8 at country points.

What will be the widest and heaviest leather belt in use or ever made in Canada has been contracted for by the Ogilvie Milling Co., of Winnipeg, Man. It will be 72 inches wide, 3 ply, and over 130 feet long. It is intended to transmit 1,000 horse power.

Work on the extensive improvements of Port Colborne harbor will begin this spring. The canal entrance will be deepened to 15 and 16 feet for a distance of 4,400 feet. Two concrete grain elevator docks with 22 feet of water will be built at the end of the pier. West of the deeper harbor it is proposed to construct a break-water 7,500 feet long.

On grain to be shipped from Fort William elevators to St. John and Boston for export, the coming season, the shrinkage will be allowed for by a deduction of one-half of one per cent, instead of one-fourth of one per cent. On grain shipped from interior Manitoba points the seaboard weights govern. The average ocean shrinkage is five-eighths to three-fourths of one per cent.

The completion of the Great Northern Railway of Canada is eagerly awaited by the grain trade of the Northwest. This line, 176 miles in length, operating in connection with the Canada Atlantic, will be to Canada what the New York Central has been to the United States. Four-fifths of the new road has been built, and the remainder is to be completed by July 1, in good season to handle the next crop.

The Connors Syndicate, which is building elevators, and other syndicates proposing to build railways, are fortunate in having to deal with an administration controlled by the Liberal party. The old established railroad companies are identified with the Conservative party, which has been free with subsidies, and has al-

ways opposed competition that threatened the dividends of their friends. By its wise disposal of the Montreal elevator question the Liberal administration bids fair to capture a large portion of the grain trade of Buffalo for Canada.

## CHICAGO.

What has become of the Committee on Publicity?

H. H. Aldrich, an old member of the Board of Trade, died recently.

Milmine, Bodman & Co. will move downstairs to rooms 5 and 7 on the ground floor.

The American Cereal Co. has been negotiating for a mill and elevator plant on the Calumet River.

The Transmississippi Grain Co., of Chicago, has increased its capital stock from \$25,000 to \$100,000.

Jack O'Brien, the well-known wheat pit trader, has accepted a position with Bartlett, Frazier & Co., succeeding Robert Thornton.

Following the good example of the Chicago and St. Louis exchanges the Open Board of Trade has discontinued puts and calls.

Freight rates from Chicago eastbound are going from bad to worse. Large contracts are said to have been made on the basis of 11 cents.

Three memberships in the Chicago Board of Trade were sold Feb. 9 at \$2,000 each; but so many were offered that the price has since declined.

The directors of the Board of Trade have dismissed the charges against W. G. Press & Co., the investigating committee having found nothing wrong.

The new commission charges recommended by the grain receivers for selling cash grain are 1 cent on wheat, rye and barley, and ½ cent on corn and oats.

The W. R. Mumford Co. has established a branch office at Minneapolis, with W. A. Weatherwax in charge, and one at St. Louis with W. J. Marshall in charge.

The Chicago Underwriters Association has declined to take off the 15-cent charge on broomcorn risks for failure to leave adequate room between tops of piles and ceilings.

W. H. Chadwick, of Wanzer & Co., has been elected president of the Commercial Association, which advocates a permanent exposition building in Chicago.

The personal effects of Evangeline Clare O'Neill, wife of H. J. O'Neill, the well-known barley merchant, are being sold by auction in Chicago, for the account of her creditors.

H. A. Foss, Board of Trade Weighmaster, is spending the winter at Whitewater, New Mexico. Mr. Foss had a siege of pneumonia last year, and is taking a few months for recuperation.

John J. Hyland will be retained as manager of the traffic bureau of the Chicago Board of Trade; and bi-monthly meetings of the Transportation Committee will be held in Mr. Hyland's office.

The abolition of puts and calls has given the market for wheat an appearance of activity, without which it would have been

dead. While the wheat pit contains but few traders the corn pit is crowded.

Robert Thornton, formerly with Bartlett, Frazier & Co., has formed a partnership with Mr. Harlow, as Harlow & Thornton. Mr. Harlow's former partner, C. B. Congdon, has engaged in the business on his own account.

John C. King & Co., stock brokers, brought suit against Joseph Leiter and Hugh Crabbe to recover \$3,162 lost by the latter in a wheat deal. Leiter proved that he had not guaranteed the account, and the brokers got judgment against Crabbe only.

Fyffe Brothers, who for some time were merged in The Richardson Co., have re-established themselves as a separate firm under the name Fyffe Bros. & Co., with offices at 50 Board of Trade. The firm will do a commission business in grain and provisions for future delivery.

The attorney of the drainage canal trustees states that the sanitary district is not required by law to dredge slips whose usefulness has been impaired by the lowering of the Chicago River. Armour & Co. also take this view of the situation, and are dredging the slips, which they consider private property.

Only a very small percentage of the large receipts of corn now inspected at Chicago is grading contract. Out of 851 cars received Feb. 19 not one was contract. A large proportion grades No. 3, and much of the No. 3 goes into driers to come out as No. 2. Evidently it would pay country shippers well to use driers.

The All-Rail Barley Shippers & Graders Association is said to have been formed at Chicago by the eight big handlers of the country. The combination will be able to get lower rates of transportation, and by controlling the price to do away with the necessity of selling for future delivery on the Board of Trade.

The reorganization of the firm of Armour & Co., as proposed, will not include the grain business. A corporation will be formed to conduct the packing houses, glue factory, soap works, hair factory and car shops. The arrangements are being made by P. A. Valentine, for many years financial secretary of P. D. Armour.

Chicago Inter-Ocean: The poor grading of corn here of late is due largely to a stiffening of the inspection. The quality of last year's crop has never been better. It has graded well until of late and has contained a smaller percentage of moisture than usual. Some time ago distillers claimed that it had only 2 per cent of moisture, which is very unusual.

The schooner Mary E. McLachlan, with 100,000 bushels of corn, was recently taken from the slip at Armour Elevator E to a dock at 12th street, notwithstanding the current in the Chicago River. The feat was performed by Captain J. C. Keith, directing two of the most powerful tugs on the river. The experiment was witnessed by the drainage canal trustees.

All records were broken by the east-bound shipments from Chicago for the week ending Feb. 17. Shipments of grain, flour and provisions were 212,312 tons, against 101,110 tons a year ago. Grain formed 164,429 tons of the total, the best previous record being 119,970 tons grain during the week ending March 17, 1898, when the Leiter wheat was going forward. It is generally admitted that the heavy shipments are due to rate cutting.

Five Day Dust Collectors will be placed in the new Grand Trunk transfer and clipping elevator at Elsdon, Chicago, Ill. The elevator men, as well as the builders,



seem to be of the opinion that the Day Dust Collector is better suited to do elevator work than any other, and it is now being used almost exclusively. It is to be hoped that when completed the Grand Trunk will have the good judgment to have the house operated by some one not in the grain business.

The attempt to tow the steamer Spalding, loaded with 70,000 bushels of corn, thru the south branch of the Chicago River recently, showed that the current in the river was strong enough to make trouble for vessel men. As the boat was being drawn out of a slip its broadside was presented to the current, which forced the boat against the opposite dock, forming a dam, against which the water piled up. The pressure became so great that two tugs could not move the boat, and it lay for hours until the gates at the controlling works at Lockport, Ill., were closed to stop the flow.

Reynolds Bros., of Toledo, O., have acquired the Wabash and the Western Indiana Elevators of the Chicago Elevator Co. C. L. Reynolds was a director of the Chicago Elevator Co. Russell Sage, the New York money man, was president; E. F. Smith, treasurer, and Lloyd J. Smith, manager. The latter has devoted some time to politics, and is a Lincoln Park Commissioner. Col. S. C. Reynolds visited Chicago and looked into the property, with the result that his brother, C. L. Reynolds, who is well known in Chicago, having been engaged in the commission business formerly, will take charge of both houses.

The directors of the Board of Trade propose to make the carrying charges on grain for future delivery  $\frac{1}{4}$  cent per bushel, per day, instead of  $\frac{1}{4}$  cent for each ten days or fraction thereof. The object is to bring the trade nearer a cash basis. The present rule discourages buying by pit traders, who fear the grain may be delivered to them, compelling them, perhaps, to pay the storage charges for the entire ten days, amounting to \$12.50 on 5,000 bushels, even tho they sell next day. President Warren has canvassed the situation with the elevator men, and has found a general willingness on their part to assist the directory in their efforts to bring the speculative trading on the Board nearer to a cash basis and thereby put it on a firmer and more satisfactory footing.

Judge Tuley has temporarily enjoined the Chicago Board of Trade from discontinuing its telegraphic market reports to the Christie Street Commission Co., of Kansas City. The suit was a surprise to the directors of the Board, who had made no attempt to cut off the quotations. The complainant asserts that the Board of Trade has threatened to bar the Western Union Telegraph Co. from the floor of the exchange, and also that negotiations are pending with the Postal Telegraph Cable Co. to allow it alone to connect its wires with the exchange floor of the board. The Kansas City firm claims that if the Postal Co. has the exclusive possession of the Board of Trade news none but members of the Board of Trade or approved correspondents will be enabled to secure the market reports.

## ILLINOIS.

The broomcorn combination held a meeting at Chicago Feb. 14 and sold 1,000 tons at \$200.

Farmers at East Menard are planning to build elevators at Fancy Prairie and Middletown, Ill.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The Hodgman-Sayer Co. has the contract to build an elevator on the I. I. & I. south of Lenore, Ill.

D. F. Humphrey has taken possession of the grain and lumber business of F. C. Lindner, at Buda, Ill.

John S. Metcalf & Co. are designing an elevator for the Halliday Elevator Co., at Cairo, Ill., to cost \$40,000.

S. W. Robinson has sold his elevator at Leaf River, Ill., to a company, which has placed B. F. Miller in charge.

Chas. B. Campbell, of Kankakee, has been nominated official attorney of the Illinois Grain Dealers Association.

The trial of David C. Fisher, grain dealer at Ransom, Ill., indicted for embezzlement, has again been postponed.

Martin, Dallmier & Ross, of Newton, Ill., have a new 80,000-bushel elevator, which soon will be placed in operation.

Nobbe Bros. inform us that they have succeeded Chas. Nobbe & Sons in the grain and coal business at Farmersville, Ill.

The Illinois Railroad & Warehouse Commission has just made its annual report for the 12 months ending June 30, 1899.

C. L. Aygarn, of Rowe, Ill., informs us that he contemplates enlarging his elevator during the season to 20,000 bushels capacity.

Jurz & Borms, grain dealers of Frankfort, Ill., did the largest business in their history during January. They shipped 60,000 bushels.

The breaking of the grain spout at Austin & Thornton's elevator, Gardner, Ill., recently, let 100 bushels of corn onto the railroad track.

O. M. Etter & Co., Cambridge, Ill.: Please send us the Journal for another year. We could not get along without it in our business.

Mr. Knapp, a sheep feeder of Ashton, Ill., will erect an elevator at that point soon. Kent & Wood, of Gridley, Ill., have the contract.

John West & Co., of Chicago, have sold their elevators at West Brookline and Shaws, Ill., to Chas. F. Guffin. Mr. Guffin will take possession March 1.

A. K. Wick, Round Grove, Ill.: Please discontinue my advertisement of elevator for sale in the Grain Dealers Journal, as replies are coming in thick and fast.

The Farmers Grain, Coal & Lumber Co. has been incorporated at Wapella, Ill., with \$2,500 capital stock, by J. C. Hull, William Hart and E. M. Thorp.

Ader & Clobby, of Chebanse, Ill., are not grain dealers. The dealers at that point are W. O. Brown, with a 60,000-bushel elevator, and R. F. Cummings.

Burglars at Elwood, Ill., recently entered the Crescent Grain Co.'s elevator and J. C. Beattie's grain office, but found nothing of value that could be carried off.

C. H. Sells, of Rankin, Ill., says that he handled 292 loads of grain in one day of this month. His elevator is equipped with the B. S. Constant machinery.

Charles Houck, Raymond, Ill.: Discontinue my advertisement of elevator for sale for the present, as I am in correspondence with several. The Journal has done its part.

E. P. Myrick, grain dealer at Tuscola, Ill., in one week recently took in 60,000 bushels of corn and paid out nearly \$20,000, which is the largest week's business he has done this season.

Representatives of the grain dealers will attend the republican state convention to impress upon delegates the desirability of having a practical grain man on the state board of railroad and warehouse commissioners.

Edwin C. Vance, manager of the Union Elevator, at Decatur, Ill., was suffocated Feb. 22, while attempting to rescue a laborer from the bottom of a big tank. Mr. Vance formerly resided at Cleveland, and six weeks ago was married to Miss Helen Pratt.

W. G. Wilson, of Lissant, Ill., informs us that W. B. Mills will be grain buyer at McNabb, on the Streator and Clinton extension of the I. I. & I., the post office for this point being Mount Palatine, K. Craft will be buyer at Three I, with post office at Kangley, Ill.

Frank E. Martin, late secretary and bookkeeper of the Pratt-Baxter Grain Co., of Taylorville, Ill., has been released from jail after serving a sentence of 30 days for embezzling \$5,000 from the company. His father, B. V. Martin, paid the \$200 fine. Martin made good nearly all he took from the company.

Grain dealers operating on the Peoria, Decatur & Evansville and the St. Louis, Peoria & Northern held a meeting at Peoria, Ill., Feb. 15 to settle some local differences. They were assisted by members of the executive committee of the state association and B. F. Walters, traveling representative of the association.

L. A. Junod, grain dealer at Mulberry Grove, Ill., has tried his hand at raising chickens during the past few years, and with splendid success. A few weeks ago Mr. Junod purchased an incubator, and at the first attempt succeeded in hatching 50 per cent of the eggs. He is well pleased, but expects to do better next time. This is a profitable side line for a grain dealer.

The Central Branch of the Illinois Grain Dealers Association recently adopted the following resolution by a unanimous vote: Whereas, more or less corn from the state of Illinois, shipped to New Orleans for export, has been graded No. 4 in that market, and sent to the kiln-drying establishment at heavy expense, the full loss of the shrinkage and drying having been charged to the original shipper; Therefore, be it resolved, that it is the sense of this Association, that whereas exporters, by the drying of No. 4 corn, receive a much better grade after it is kiln-dried than they originally purchased or expected to get, therefore as a matter of equity and justice this Association believes that exporters receiving the benefits of kiln-dried corn should stand a portion of the severe loss entailed in making No. 4 corn kiln-dried in quality.

## INDIANA.

The construction of an elevator is talked of at Bippus, Ind.

An elevator has been built at South Whitley, Ind., by O. Gandy & Co., and equipped with the Hall distributor.

A. J. New, of Greenfield, is placing a new engine in his elevator at Ingalls, Ind. Mr. New intends building a new elevator before harvest.

B. H. Ross, Reynolds, Ind.: Please discontinue my advertisement of elevator for sale until I advise you to the contrary. I have had quite a number of inquiries.

The grain committee of the Indianapolis Board of Trade has added three new grades of corn to its classification. These are milling grades for use in hominy and cerealine manufacture.



It is feared that the growing wheat in Indiana, which has made good progress, was injured by the recent cold at the close of January. The absence of snow reduced the prospects in some counties.

A. B. Cohee & Co., of Brighthurst, Ind., have just purchased the grain elevators of McCormick Bros., at Burrows on the Wabash, and of D. M. Maxwell at Woodville, on the Vandalia, and will place both houses in charge of Samuel Jenkins, of Delhi.

Alfred Whitaker has sold a half interest in his elevator at Francesville, Ind., to Wilfred Jennings, of Illinois. Together they have leased, with the privilege of buying, the elevator of C. M. Goff and will operate both. The firm has ample means to carry on trade successfully, and is a member of the Western Indiana Division of the Grain Dealers National Association.

Harry S. Allen leased his farm to George Hickle for two-fifths of the grain produced and \$150. Hickle gave him two-fifths of his wheat crop; but sold the rest to the proprietors of the elevator at Kewanee, Ind., and left without paying the \$150. The landlord sued the elevator man, asking a landlord's lien on the wheat sold. The Circuit Court held the complaint insufficient, and the Appellate Court Feb. 15 affirmed the judgment. That is once the landlord did not succeed in making the grain dealer pay for grain a second time.

McCoy Bros., of Liberty, Ind., have a large elevator adjacent the C. H. & D. Railroad. The road wanted the ground, and brought suit; but the decision of the court was in favor of McCoy Bros. Now the railroad company refuses to back cars on the sidetrack running up to the McCoy Bros.' mill, causing an almost complete suspension of their business. The case has many points similar to that of the Interstate Stockyards of Indianapolis against the Belt Railroad, in which Judge Baker rendered his recent decision. McCoy Bros. have placed the matter in the hands of their attorneys, Reuben Conner, of Connersville, and G. W. Pigman, who will enter suit against the C. H. & D. Railway in the Federal Court at Indianapolis.

The Corn Growers Association will hold a meeting at Indianapolis, Ind., March 7, to perfect a permanent organization. A committee has adopted the following standard of perfection: A perfect ear of corn in the northern third of the state should be nine inches in length; in the central third, ten inches; in the southern third, eleven inches. The diameter as to length should be as one to four. The ear should yield 90 per cent of grain. The ear should taper slightly, approaching the cylindrical to near the point. It should be well filled out at both ends, with rows of grains regular and straight. Disqualifications are as follows: A red cob in white corn. A white cob in yellow corn. This applies to white and yellow corn only.

## IOWA.

Grain trade news items are always welcome.

The Nye & Schneider Co. has built an elevator at Ute, Ia.

The Farmers' Elevator, at Champion, Ia., shipped 221 cars from June to Feb. 1.

Rite your Senator to work for the passage of the amendment to the landlord and tenant law.

L. Warren informs us that the date of the Des Moines meeting of grain dealers has been set for March 14.

Oscar Casey has bought the grain business at Garrison and elevator at Dinsdale, Ia., of H. P. Jensen for \$10,000.

R. F. Buell has succeeded Buell & Bordwell in the operation of the 20,000-bushel elevator at Burdette, Ia.

The bill to amend the landlord lien law is No. 6 on the calendar of the Iowa State Senate. Early action is expected.

J. C. Jackson has succeeded M. Crawford in the operation of the 20,000-bushel elevator on the B. C. R. & N. at Iowa Falls, Ia.

R. Whistler & Son are the successors of Whistler Bros., at Farragut, Ia. George Whistler has sold out, and the new member of the firm is Jesse Whistler.

F. S. Greene, formerly of the firm of Webber & Greene, who sold their elevator at Collins, Ia., was in Chicago recently looking for a new location.

G. W. Siebold, Danbury, Ia.: J. F. Mohn, who is listed as a regular dealer, is not one, and has not been regular for some time. He is what we call a scoop shovel man.

H. J. Pitcher, of Earlville, informs us that a scoop shovel man named Smith at Almond, Ia., loads a car occasionally from teams. He receives bids regularly from Chicago commission firms.

The Tri-City Construction Co., which is building the large elevator for the Davenport Elevator Co., at Davenport, Ia., has let the contract for the machinery of the working end to the Weller Mfg. Co.

G. A. Stibbens, of Coburg, D. Hunter, of Hamburg, and W. C. Bayles, of Mount Pleasant, put in some good work at Des Moines with the Iowa legislature in behalf of the amendment to landlord's lien law.

The E. H. Smith Co.'s elevator at Salix, Ia., was seized by the sheriff Feb. 6 for nonpayment of taxes amounting to \$200. The property will be sold by auction. The business has been unprofitable for a long time.

G. M. Wynn, of Essex, writes that A. J. Mash, of Shenandoah, Ia., has launched into the grain business and will erect a dump at Bingham, the first station south of Shenandoah, on the Omaha & St. Louis Railroad.

William Wolf informs us that John P. O'Malley is no longer buying grain for himself at Bouton, Ia. Besides Mr. Wolf, who operates a 15,000-bushel elevator on the C. M. & St. P., the St. Paul & Kansas City Grain Co. has a 35,000-bushel house on the same road.

The Great Northern Elevator Co., of Minneapolis, Minn., is building a 30,000-bushel elevator on the M. & St. L. at Estherville, Ia. Superintendent Le Baron was there recently with 12 men to start the work, which will be pushed to completion as rapidly as possible.

L. T. Spangler, of Atlantic, Ia., informs us that the recent changes at his end of the Rock Island are that I. C. Russell has rented the elevator of W. E. Simpson at Marne, Ia.; Charles Counselman & Co. have engaged in business at Hamlin, and W. W. Albright succeeds Harris & Albright at Lewis, Ia.; while at Audubon, Ia., the Stuart Grain Co. has retired from business.

M. E. Foresman, of Bennett, Ia., operates a 10,000-bushel elevator at that point on the B. C. R. & N. From the headquarters at Bennett he directs a large business at Tipton, where he is now the only dealer, having purchased the business of John Pendergast, J. McCoy, and Wingert & Marks. Mr. Foresman's storage capacity at Tipton is 60,000 bushels,

located on the B. C. R. & N. and C. & N. W.

The three grain firms at Cleghorn, Ia., made some changes during 1899. The Western Grain Co., of Winona, Minn., succeeded the Chicago-O'Neill Grain Co. Spinharny & Snyder built an elevator. E. Stevens succeeded Geo. Stevens & Son, the buyer for the new firm being C. W. Stevens. The elevators are on the Illinois Central, and their storage capacity in the order named is 35,000, 10,000 and 20,000 bushels.

## KANSAS.

W. T. Buck, of Vliets, Kan., will enlarge his elevator to 25,000 bushels capacity.

Headquarters of the Kansas grain dealers during the convention will be the National Hotel, Topeka.

The Kansas state grain inspection department received \$1,402 and expended \$2,252 during January.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

The Kansas State Grain Dealers Association will hold its meeting in the Hall of Representatives at Topeka, Kan.

E. J. Smiley has assured his re-election as secretary of the state association by the excellent work he has done for it.

The new elevator of C. S. Chapman, of Oketo, Kan., is in operation. The machinery is modern and includes the Hall Grain Distributor.

The annual meeting of the state association at Topeka March 6 and 7 will be attended by nearly every member. It promises to be an unusual event in the history of the trade.

Skaggs & Hatfield, of Rome, Kan., write that they are figuring on enlarging their elevator and putting in some new and improved machinery this spring.

A. H. Bennett, of Topeka, informs us that D. N. Thompson, of North Topeka, Kan., has leased the mill and elevator belonging to the Morganville Mill & Elevator Co., Morganville, Kan., and will take possession at once.

William C. Bigger, of Lawrence, Kan., writes: I am going to build a cornmeal mill and elevator in this town during the coming summer, and will probably use gasoline power. I have sold my mill here to Mr. Underwood.

The excursion of Kansas Grain Dealers Association will be joined at Ft. Worth by a number of members of the Texas Grain Dealers Association, who will accompany the party to Houston, Galveston and Port Arthur.

Homer C. Galloway, former weighmaster at North Topeka, Kan., has brought suit against State Grain Inspector McKenzie for a writ of mandamus compelling the latter to issue vouchers for his salary, alleging that he was never legally discharged.

A. E. McKenzie, Kansas state grain inspector, says: I have been traveling over the state lately and I observe that the acreage of wheat is apparently as large as it was last year, but the prospect at this time is much better than it was then. The wheat looks better; has a better start; is stronger and healthier than it was a year ago. There have been numerous rains lately and the wheat crop is in fine condition. This snow is general over the state, and it will prove to be a very important benefit to the growing crop. Good weather for a few months means an enormous wheat yield this year.



MEETING AND EXCURSION OF  
STATE ASSOCIATION.

Secretary E. J. Smiley informs us that the program of the annual meeting of the state association, which will be held at Topeka, March 6 and 7, and of the excursion which will follow so far as completed to date is as follows:

Tuesday.

Directors' Meeting, 9:30 a. m.

Tuesday Afternoon Session, 2 o'clock.

Address, L. Cortelyou, president, Muscotah, Kansas.

Reading of the minutes of the previous meeting.

Appointment of committee on resolutions.

The following will be taken up and considered as near as may be in the order in which they come. Papers will be subject to pertinent discussion and members are urged to prepare for these discussions. Paper, H. Work, Ellsworth, Kansas. Objects to Be Accomplished by Our Association.

Address, G. A. Stibbens, Sec., Coburg, Iowa. Work of the Grain Dealers' Union of Southwest Iowa and Northwest Missouri.

Paper, Charles S. Clark, Sec., Chicago, Ill. Work of the Grain Dealers' National Association.

Paper, H. J. Diffenbaugh, Washington, Kan. What Constitutes a Successful Grain Man.

Tuesday Evening, 8 o'clock.

Paper, H. T. Crawford, Belleville, Kan. Condition of the Grain Trade in This Part of the State Prior to Organization.

Paper, T. L. Ewan, Topeka, Kan. Over Draits on Shipments.

Address, A. H. Bewsher, Sec., Omaha, Neb. Work of the Nebraska Grain Dealers' Association.

Paper, O. A. Higgins, Stockton, How Can We Secure Correct Weights at Terminal Points.

Paper, M. Latshaw, How to Best Advance the Grain Interests.

Wednesday, Morning Session, 9:30 o'clock.

Last day's sessions will be held behind closed doors. Members not holding membership cards are requested to secure credentials from the secretary, as no one will be admitted without proper credentials.

Secretary's annual report.

Secretary's financial statement.

Treasurer's report.

Report of A. E. McKenzie, Chief Grain Inspector of the State of Kansas, Work of the Kansas Inspection Department.

Address, W. S. Washer, Atchison, Kan. Competition.

Address, W. W. Price, Huron, Kan.

Report of G. N. Consley, Supervisor of Weights, Kansas City, Mo.

Wednesday Afternoon Session, 1:30 o'clock.

Election of officers.

Report of committee on resolutions.

Miscellaneous business.

Adjournment.

An invitation is extended to all members of the State Millers' Association to be present with us.

Hotel Rates.

Having made the National Hotel headquarters and having secured a rate of \$1.50 per day, I would suggest that you advise me of the time that you will arrive that I may secure accommodations for you. Let all come.

## The Excursion.

Schedule for Special Excursion Train from Topeka to Galveston and return. Leave Topeka 10:30 p. m. Wednesday, March 7th; Newton, 3:30 a. m. March 8th; Wichita, 4:30 a. m.; Winfield, 6 a. m.; Arkansas City, 7 a. m., one hour for breakfast; leave at 8 a. m., arrive in Purcell 1 p. m., one hour for lunch; leave 2 p. m., arrive in Gainesville 5:45 p. m., one hour for supper; leave 6:45 p. m.; Cleburne, 10:10 p. m.; Houston, 9:50 a. m. March 9th; leave Houston March 10th, 9 a. m., arriving in Galveston 11 a. m., where we will remain Saturday and Sunday. On Monday will go to Port Arthur and Sabine Pass by boat.

## MARYLAND.

Henry A. Parr, of I. M. Parr & Son, grain exporters, of Baltimore, has been appointed a United States Commissioner to the Paris Exposition by President McKinley.

Hammond & Snyder, Baltimore, Md.: The Grain Dealers Journal is one of the publications received by us which is always read from start to finish. We make bold to assert that it is the best publication in the interest of the grain trade that is today published in the United States. Herewith is the price of subscription in payment of our renewal for the ensuing year.

Baltimore grain receivers charge that the railroads are discriminating in favor of Philadelphia and other northern ports. One reason for the decrease in the exports is given by J. Hume Smith, president of the Chamber of Commerce, who says: The demand for wheat has undergone a material change, and it is scarcely probable that soft winter markets will ever attain the prominence to which they once aspired. This variety is grown in European countries, and in years of good quality and weight, as the present, the native grown, by reason of restrictions and tariffs, materially undersells the imported. Besides, the mills are all equipped with the roller system, and inquiry for the raw product is becoming more and more restricted to hard springs and winters. Baltimore is not in the zone through which this stream seeks egress. The spring wheat will find an exit by the Northern ports—New York, Boston and Montreal—when nature will permit, and the hard winter will reach consuming markets via the gulf, herein being the explanation why these ports maintained their position during the past year.

## MICHIGAN.

McLaughlin & Ward, of Leslie, Mich., are preparing to build a large addition to their elevator.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

McPhee & Holden have succeeded Hugh McPhee in the grain business at Brown City, Mich.

Andrew T. Stewart, grain dealer at Detroit, Mich., became financially embarrassed recently thru deals in oats; but succeeded in making a settlement with his creditors. About \$4,000 was involved.

R. R. Bane & Co. estimate the bean crop of Michigan at 762,000 bushels in 1899; 954,000 bushels in 1898; 1,765,000 bushels in 1897; and 3,049,000 bushels in 1896. It is estimated that only 400 cars remain in the state.

L. C. Hankey, of the Hankey Milling Co., Petoskey, Mich., was in Chicago last week, on his way to the Pacific Coast on a pleasure trip. The Hankey Milling Co. operates a 30,000-bushel elevator at Mancelona and a 40,000-bushel elevator at Harbor Springs.

The Michigan crop report, issued Feb. 9, by Justus S. Stearns, secretary of state, shows that wheat has suffered some injury during January. Conditions have been unfavorable, yet the outcome depends very largely on the weather that follows. The total number of bushels of wheat marketed by farmers during January was 475,536. During the six months ending with January farmers marketed 4,171,000 bushels; against 6,686,000 bushels during the corresponding period of 1898-9.

## MINNESOTA.

A farmers elevator company is being formed at Eagle Bend, Minn.

Daniel Tracy has taken charge of the Great Western Elevator at Wood Lake, Minn.

Oscar Johnson now has charge of the Great Western Elevator at Franklin, Minn.

A. D. Packard & Son have purchased the elevator of Herman Miller at Jackson, Minn.

The Independent Elevator Co.'s house at Moorhead, Minn., has been closed for the season.

J. H. Lidfoot has entered the employ of the Duluth Elevator Co. as traveling expert mechanic.

A new elevator has been equipped with the Hall Grain Distributor by Bingham Bros., of Verdi, Minn.

A large grain elevator is being erected at Hanska, Minn., by the Eagle Roller Mill Co., of New Ulm.

A dozen grain men held a social meeting at Franklin, Minn., recently, and partook of an oyster supper.

Readers will confer a favor by reporting the grain trade news of their state for publication in this column.

M. S. Jamar has been appointed chief clerk of the Minnesota state grain inspection department to succeed W. J. Sullivan.

With commendable enterprise the Duluth Elevator Co. is shipping a car of blue stem seed wheat to a number of farmers who have clubbed together at Hendrum, Minn.

Charles Allen, agent for C. M. Gillam, at Wilder, Minn., has mysteriously disappeared. He had \$400 in his possession. The interior of the elevator office contained evidence of a bloody combat.

The A. E. Anderson Co. has been incorporated at Minneapolis, Minn. Capital stock \$25,000; incorporators, A. E. Anderson, Cottonwood; Cyrus E. Warren, Hazell, S. D.; Richard Tattersfield, Minneapolis.

The Seaboard Grain & Export Co. has been incorporated at Duluth, Minn., to conduct a grain and warehouse business. Capital stock, \$50,000; incorporators, W. W. Sanford, L. A. Cole and H. R. Spencer, of Duluth.

Henry Wetzel, who is agent for the St. Anthony & Dakota Elevator Co., at Clara City, Minn., was called home to Lisbon, Ia., Feb. 20, very suddenly, by serious illness in his family, which his many friends regret very much.

The Bosch-Ryan Grain Co., of Cannon Falls, Minn., write: It has been reported that D. A. McDonald & Co., of Minneapolis, are to build a new elevator at Can-



non Falls in the near future, in place of the old one now in use.

It is proposed to abolish the clearing house which is operated in connection with the Minneapolis Chamber of Commerce. The commission firms feel that trades can be made thru the clearing house without the need of brokers.

Proprietors of mixing houses at the head of Lake Superior complain that the Minnesota inspectors are discriminating against them and in favor of the local companies. It is alleged that grain from the mixing houses is graded No. 3 when really it is equal to No. 2.

Fire at Faribault, Minn., Feb. 7, destroyed the Farmers Elevator with 27,000 bushels of wheat, barley, oats and flax. Loss on building, \$5,500; insurance, \$2,000; loss on grain, \$10,000; fully insured. The elevator was owned by 300 stockholders, and was built a year and a half ago. D. Purferst, of Richland, is president of the company.

The Itasca Elevator Co. has been incorporated at Duluth, Minn., to operate under lease the new 1,300,000-bushel elevator of the Omaha Road at Itasca, near Duluth. Capital stock, \$500,000; incorporators, James M. Jenks, of the Nye-Jenks Grain Co., of Chicago; William O. Timmerman, connected with the same firm at Minneapolis, and Edson S. Woodworth, of E. S. Woodworth & Co., of Minneapolis.

Lyman E. Cowdery, grain dealer, of Mantorville, Minn., has been cleared of the charge of grand larceny. Cowdery & Wheeler received grain, issuing storage tickets therefor in the usual way. The grain was shipped out and sold, as customary. The firm failed, and could not pay for the stored grain. One of the farmers prosecuted the firm on the charge of larceny, and obtained a conviction, which was set aside by the supreme court, as there was no evidence of fraudulent intent.

#### OUR MINNEAPOLIS LETTER.

The new elevator now in course of erection for the Pioneer Steel Elevator Company will be ready for the reception of grain within a month. Five tanks, with a capacity of 100,000 bushels each, are already finished. The house is of fire-proof, steel construction, similar to those at Buffalo, but embodying several important improvements. It is the only elevator of its kind in the West, and is being built by the William Graver Tanks Works of Chicago. The machinery is now being installed under the personal direction of Mr. Tromanhouser, of this city.

Work was begun last June, but owing to the inability of the Chicago firm to secure certain materials, was delayed until the latter part of December.

The new Peavey Duluth Terminal Elevator at the head of the lakes began running last Wednesday. It has a capacity of 15,000 bushels.

The St. Anthony and Dakota Elevator at Bartlett, N. D., was entirely destroyed by fire on February 20. It had a capacity of 30,000 bushels. The house was fully insured and will be rebuilt shortly. The main offices of the company are in this city.

Nye, Jenks & Company, a well known grain commission firm of this city, will shortly open an office in Duluth.

The Hunting Elevator Co., of McGregor, Ia., will remove its general offices to Minneapolis. The company operates a line of eighty elevators in Iowa and South Dakota, on the C. M. & St. P. Ry.

J. H. Ellsworth is president, C. E. Hunting, treasurer; and F. H. Hunting, secretary.

Captain D. M. Gilmore, a member of the firm of the Link-Belt Supply Company, of Minneapolis, died in this city last Wednesday. The captain was an old resident, and had many friends among the grain men of the Northwest, his business bringing him into contact with elevator men all over the country.

The N. P. Rasmussen elevator at Dazey, N. D., which was entirely destroyed by fire last fall, has been rebuilt, and is again open for business. The new house was erected under the supervision of Johns & Powers, grain men of this city, and has a capacity of 40,000 bushels. It cost \$4,500. Mr. Rasmussen is a large wheat grower, having 7,000 acres under cultivation. Dazey is situated on the Northern Pacific near Valley City.

A new grain firm, known as the Seaboard Grain and Export Co., has been incorporated at Duluth, with a capital stock of \$50,000, and a limited liability of \$1,000,000.

The offices of the newly incorporated Itasca Elevator Company will be established in Duluth. B. L. Simmonds has been made superintendent.

J. J. Gerber has devised a distributing spout for elevators which swings on a pivot, the lower or discharge end being arranged to fit into the opening in spouts that lead to different bins.

J. S. L.

#### MISSOURI.

A. L. Messmore, the prominent grain dealer of St. Louis, Mo., died recently, aged 66 years.

D. R. Francis & Bro., of St. Louis, Mo., have recently made large sales of corn for export via Gulf ports.

J. B. Morrison, of St. John, Mo., is now located at Sanborn, Minn., with the G. W. Van Dusen Grain Co.

Charles A. Parker has been appointed commissioner of the St. Louis traffic bureau, to succeed the late A. J. Vanlandingham.

The Farmers Elevator at St. Louis, Mo., was sold recently under foreclosure of mortgage to John H. Tiemeyer, representative of the bondholders.

It is proposed to remove the wheat and corn dials from the floor of the St. Louis Merchants Exchange, on the ground that they detract interest from the pit.

T. F. Petri, of the Spencer Grain & Elevator Co., of St. Louis, Mo., was married recently to Miss Florence Williams at the home of the bride's parents.

The Brokers Grain Co. has been incorporated at Kansas City, Mo., with \$10,000 capital stock. Incorporators, D. F. Plazzek, E. O. Bragg and W. A. Hinchman.

M. B. Sherwood has succeeded R. M. Hines in the grain and implement business at Brashear, Mo. Mr. Sherwood also handles timothy and clover seed, coal and brick.

#### NEBRASKA.

F. E. Crocker, formerly in the grain business at Liberty, Neb., is said to be on his way to the Klondike.

The Farmers Grain & Livestock Co. has bought the property of the Farmers Union Elevator Co., at Oakland, Neb.

J. Buck will continue the grain and stock buying business of J. Buck & Son at Crete, Neb. W. R. Buck died recently.

Ostergard & Co., who are building an elevator at Newman Grove, Neb., will install the new Hall Grain Distributor.

F. B. Fulton, of Bookwalter, Neb., writes: I have sold my plant here to R. W. Nelson, and will give possession March 1.

The Atkinson Milling, Grain & Live Stock Co. has been incorporated at Atkinson, Neb., with \$15,000 capital stock. Incorporators, J. G. Murphy, F. H. Rehberg, W. O. Murphy and W. J. Murphy.

A. H. Bewsher, secretary of the Nebraska, State Grain Dealers Association, passed thru Chicago this week on his return from Albany and New York City, whither he had gone to attend the funeral of his grandmother.

The Palisade Grain & Livestock Co. asks the Nebraska State Board of Transportation to require the Burlington & Missouri River Railroad to furnish suitable facilities for receiving and delivering grain in carload lots at Palisade and Arapahoe, Neb.

J. H. Macklin, who has been doing a scoop shovel business at Abdal, Neb., for the last few months, left for parts unknown a short time ago. He left a board bill and a few other small bills unpaid. O. H. McGrew owns an elevator there and is doing a good business.

The Nebraska State Board of Transportation recommends that a general order be made reducing the local distance tariff rate on corn, oats, rye, barley, bran, cornmeal, mill feed, mill stuff, chop grain screenings, oat hulls, oat dust, sorghum seed, melons, oil cake, oil meal, corn and cane fodder (straight carloads) and cottonseed meal, 30 per cent below the local distance tariff.

#### NEW ENGLAND.

C. E. Libby and G. E. Gilmore have established a grain store at Burnham, Me.

The W. G. Davis Co. has succeeded Samuel Squire & Co. in the grain and flour business at Westfield, Mass.

J. G. Murchie & Co. have purchased the wholesale and retail grain and coal business of George S. Murchie at Calais, Me.

P. J. O'Toole, associated with A. Fred Brown, grain exporter, Boston, Mass., was married Feb. 21 to one of the belles of South Boston.

Grain and flour dealers at Palmer, Mass., are engaged in a war of extermination. Prices of oats, feed and flour are being cut to pieces.

Architect H. M. Jones is preparing plans for a 3-story brick grain warehouse, to be erected at Meriden, Conn., for Baldwin & Co., grain dealers.

Earle H. Johnson has severed his connection with C. F. & G. W. Eddy, grain commission merchants of Boston, Mass., to enter the employ of McReynolds & Co., of Chicago.

#### NEW YORK.

The Great Northern Elevator Co. has bought for \$594,000 several pieces of dock property at Buffalo, N. Y., hitherto held under lease.

William Porter, of Albany, who recently engaged in the grain commission business at Syracuse, N. Y., has disappeared.

The Buffalo members of the Lake Carriers grain committee are endeavoring to induce the Western Elevating Association to abandon its demand for an increase in the steam shoveling rate. The grain



shovelers' union has asked for an increase from \$1.85 to \$2 per 1,000 bushels.

P. G. Cook, secretary of the Western Elevating Association, Buffalo, N. Y., says: "In the grain forwarding business the Western shipper and the New York City exporter seem to have the idea that Buffalo is a place only upon which to wipe their boots. While little or no money is made out of grain transfer business at this port, terminal charges at New York harbor continue to be somewhat of a dead weight on the grain export trade by this route, and last season the boats on the lakes increased their rates \$10 a thousand more than that of last year on this trade." It would be interesting to know Secretary Cook's estimate of a fair profit, inasmuch as the charges have enabled the Association to keep 26 out of 42 elevators idle for 8 years.

If any members of assessment associations are debating the wisdom of changing to the level-premium plan, we commend to their attention the troubles of the New York Produce Exchange Gratuity Fund. If there is any organization in the country where a successful working of the assessment scheme should be looked for, it was this one. It is a permanent organization of wealthy business men, and some twenty odd years ago adopted a benefit scheme which was carefully figured out to meet the difficulties of advancing age. But the scheme has not worked out, and the Exchange is in a sea of trouble over a prospective increase of assessments. The value of the certificates has been steadily shrinking. Young men have refused to join. The death rate has been increasing, until last year the total assessments paid by seventy-four dead members scarcely amounted to one-third of the draft on the funds under their contracts. Even the New York Produce Exchange cannot stand such figures. Yet they are the inevitable workings of the law of mortality in assessment companies.—Insurance Monitor.

### NORTHWEST.

Lacey Bros., grain dealers of Sioux Falls, S. D., have filed a petition in bankruptcy.

Farmers at Salem, S. D., are forming a company with \$2,500 capital to build a grain elevator.

The Dell Rapids Elevator Co., Dell Rapids, S. D., has purchased two pieces of land for \$1,025.

The machinery for the new elevator at Aurora, S. D., built by the Minnesota Elevator Co., included the Hall Distributor.

Two new elevators have been built at Petersburg, N. D. M. N. Johnson has a capacity of 30,000 bushels, and A. Cornwell, 20,000 bushels.

The Hyde Elevator at Bryant, S. D., was damaged recently to the extent of \$150 by fire, which started from a stove standing too close to a wall.

The Spencer Grain Co. has closed its elevator at Plankinton, S. D., for the season. John Haines, the company's agent, has moved to Mt. Vernon to take charge of the house at that point.

G. D. Clark, Cashel, N. D., Feb. 20: The elevator building business is quiet at present. The grain trade is also quiet. I think farmers are holding for a 3 or 4 cent bulge; and, unless they get it they will not sell freely in this locality until after seeding.

### OHIO.

The new grain elevator at Luckey, O., is about ready for business.

The early-sown winter wheat in North-eastern Ohio has been badly damaged.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Allton Bros., of Swanders, O., informs us that they are going to build a 15,000-bushel elevator on the C. H. & D. Work will begin May 1.

The Columbus Board of Trade will appoint a grain inspector. C. E. Born is chairman of the grain committee and J. W. McCord is secretary.

Baldwin & Elliott, West Liberty, O., We like the Journal very much, and think it the best grain paper that comes to our office. Inclosed find \$1 for another year.

C. F. Barnhouse, Morral, O.: Please discontinue my advertisement in the Journal. I have not as yet purchased an elevator, but have lots of answers; all I care to handle at present.

Baldwin & Elliott, West Liberty, O.: Feb. 10: Growing wheat looks somewhat spotted. We think two-third of last year's crop remains in farmers' hands. Feeders are taking the surplus corn in this vicinity.

Henry J. Hayes, pioneer grain dealer of Toledo, O., died Feb. 4 at the ripe old age of 82 years. He was a member of the Produce Exchange since its organization, and of late years was identified with J. J. Coon & Co.

Sandusky, O., is having a grain blockade. The side tracks of the Lake Erie & Western are filled for 50 miles out with cars loaded with grain. The Lake Shore & Michigan Southern has been unable to handle the grain promptly, because of its heavy thru business.

### PACIFIC COAST.

Grain trade news items are always welcome.

Wheat exports from San Francisco during January were 631,150 centals, against 192,051 centals a year ago.

The British ship Wendur has sailed from Calcutta with a full cargo of grain bags for Portland and is due to arrive in June.

N. C. Christensen has made a deal with J. C. Sawyer, by which he again becomes owner of the grain warehouse at Newberg, Ore.

A. G. McAdie, director of the California weather bureau, in his bulletin for the week ending Feb. 12, says. Dry northerly winds were beneficial in the northern portion of the state, in absorbing the surplus moisture sufficiently to permit farmers to resume plowing and seeding, but in Southern California the continued dry weather, accompanied by high winds in some sections, is causing considerable apprehension among farmers, as the grain is turning yellow, and serious results are feared if rain does not fall within the month. Grain is still in good condition in most sections, with good prospects of a large crop, but rain will be needed soon in the San Joaquin valley. Nearly all reports show that an unusually large acreage of grain has been planted, and that with the customary spring rains the yield will exceed that of last season.

### PENNSYLVANIA.

The proposition to form an association is again being canvassed among the grain and hay dealers of Pittsburg, Pa. The

association is to include only the dealers who handle carloads. The committee which is considering the plan of organization consists of Daniel McCaffrey's Sons, W. M. Gordon, A. H. Sunshine, J. M. Smith & Co., Herb Bros. & Martin, William Henry & Co. and Keil & Thorn. The dealers interested in the movement state that Pittsburg is one of the largest hay consuming cities in the world. There is on an average thirty carloads of hay delivered in the city every day in the year. The carload quantities of mill feed handled alone to the dairy interests if Pittsburg are startling.

### SOUTHEAST.

A grain elevator and flour mill will be built at Munfordville, Ky., by a stock company formed by people of Larue county.

The stock in C. S. Brent's large grain and seed warehouse at Lexington, Ky., was damaged by fire Feb. 5. The flames were discovered in a pile of sacks, and were promptly extinguished.

The Birmingham Grain & Produce Co., operated at Birmingham, Ala., by E. T. Faulkner, has not made a satisfactory reply to the charges of crookedness made by the Chicago Packer & National Produce Review.

### SOUTHWEST.

The Monroe Grain & Cotton Exchange, Monroe, La., has failed.

A 20,000-bushel elevator will be erected in connection with a new mill at Garber, Okla.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

An elevator of 25,000 bushels capacity will be made ready for the new crop by the Golden Milling Co., Golden, Colo.

Eugene V. Anseman, chief grain clerk of F. Orthwein & Son, New Orleans, La., was married Feb. 15 to Miss Rosa Childress.

Radical reductions in grain rates to gulf ports have been made by the K. C. P. & G., the M. K. & T., the Missouri Pacific, the Rock Island and the Santa Fe.

The Oklahoma City Mill & Elevator Co. has been incorporated at Oklahoma City, Okla. Capital stock, \$50,000; incorporators, Whit M. Grant, L. F. Kramer and E. E. Thomas.

J. H. Coyle, & Son's grain elevator at Perry, Okla., was burned Feb. 4, with a quantity of wheat. Loss, \$4,000; partly insured. The plant had been shut down a few days for repairs.

### TEXAS.

C. R. Alden, the well-known grain dealer of Victoria, Tex., is critically ill at his home.

A grain elevator and mill will be erected at Stamford, Tex., the terminal of the T. C. R. R.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The construction of a 200,000-bushel elevator is contemplated by the Ballinger Mill Co., Ballinger, Tex.

Work has begun on the elevator and mill to be built at Taylor, Tex., by Howard Bland and James A. Thompson.

T. S. Miller informs us that Cavett & Washington of Leon Junction, Tex., a new firm in the business, will erect a grain house this year.



The Pioneer Mill & Elevator Co. has been incorporated at Albany, Tex. Capital stock, \$50,000; incorporators, W. D. Reynolds, N. H. Burns and W. C. Lee.

T. S. Miller, Leon Junction, Tex., Feb. 22: Dry weather is injuring the oat and wheat crop now. The recent cold snap has killed some, and badly injured the volunteer oat crop.

Fire at Pottsboro, Tex., Feb. 12, destroyed the grain house of J. W. Loughmiller & Son, with 15,000 bushels of oats. Loss on building, \$600; insurance, \$400. The grain was partially insured.

H. H. Crouch Grain Co., McKinney, Tex.: Several large elevators will be put up here this season and the capacity of the mills will be increased. We expect to make extensive improvements for storage and handling of grain.

H. H. Crouch Grain Co., McKinney, Tex.: We enclose you \$2 for subscription for two years. We like the Journal very much and do not want to do without it. It is the best journal for information of any papers we have. We hope it may live long and be prosperous.

H. H. Crouch Grain Co., McKinney, Tex., Feb. 20: The coming wheat crop is in fine shape, and if we get a fair yield we will have a heavy crop. Corn has advanced to 40 cents per bushel, and will cause the acreage to be increased this year. About half an oats crop will be sown this spring. Winter oats were killed during the last 10 days' cold spell.

In view of the fact that grain states like Illinois, Nebraska, Missouri and Kansas impose no occupation tax on grain buyers, the Texas Grain Dealers Association does not feel that it is making any unreasonable demand in asking that grain buyers in Texas be placed on an equal basis with dealers in other similar lines of business, and that their occupation tax be made payable quarterly.

### WISCONSIN.

The Milwaukee Chamber of Commerce will make no further attempt to secure reduced freight rates for that city.

The business men of Oshkosh, Wis., offer inducements to any grain dealer who will engage in the business at that point.

A midnight fire at Oconto, Wis., Feb. 15, destroyed the grain elevator of W. P. Cook & Bro. Loss, \$25,000; little insurance.

Milwaukee business men and grain receivers hope that the Milwaukee & Southwestern Railroad will be built. The road would bring a large grain traffic to the city.

The Southern Grain Association will hold its annual meeting March 3 at St. Louis, Mo.

Liverpool Corn Trade News: Farmers in England and America are firm holders, and millers do not find supplies thrust on them from any quarter. Stocks in the U. K. are gradually shrinking, which is a distinctly unusual occurrence at this season of the year. The quantity on passage is the smallest recorded in any winter for many years, certainly since 1892.

Grain dealers who make future contracts should avoid placing themselves in a position where a sudden rise in the price of grains would cause loss. An era of unprecedented inflation is approaching, due to the finance bill now passing thru Congress. This bill provides for the re-investment of \$800,000,000, and the issuance of an additional \$800,000,000 of new money, thereby increasing the per capita from about \$24 to about \$36.

### AMERICAN WHEAT IN CHINA.

The last Monthly Summary of Commerce and Finance of the United States issued by the Bureau of Statistics contains much of interest regarding China, over 80 pages being devoted to "Commercial China in 1899." It is stated that the use of wheat is increasing in favor every day, but that from California, except when manufactured into flour, is so dear that the merchants have to depend entirely upon the imports from the north. Of these articles Siam and Tonkin contribute large shares, and the United States can easily secure the market, provided the prices can be brought down to meet the demand of common people. United States flour is more than 20 per cent higher than that from the northern provinces and Hongkong. However, the rich people prefer the flour and wheat from America to any other, and the prospect for American wheat is better than ever. A perceptible decline in the imports is noticeable on account of the rise in exchange.

Rice or paddy, wheat, millet, and other grains are admitted duty free on importation from abroad. Can only be exported under bond to Chinese ports. Native grain is to pay export duty at port of shipment and coast trade duty at port of discharge, and leaving Yangtze ports by river steamers, coast trade duty is to be deposited in advance. Foreign grain not landed may be reexported to foreign countries. Foreign grain reexported to Chinese ports must pay export duty.

### THE CLERK WHO READS.

I was in a hardware store the other day, and noticed several up-to-date innovations that were somewhat out of keeping with by previous knowledge of the proprietor. "How did you happen to think of that?" I asked, pointing to an attractive showcard.

"Oh," said he, laughing, "I didn't think of it at all; that's one of George's hobbies."

"That is an excellent hobby," I said; "where did George get the idea?"

"Oh, he got it out of his trade paper. Nothing would do but I must get that paper, and now it's George's Bible; he looks up all the new ideas and I let him go ahead."

"Well, they are good ideas; you find they help trade, don't you?"

"Yes, that's so; they're all right; George is a good boy."

I thought as I walked away that George would be a partner there before many years. A clerk who studies his trade paper and avails himself of every hint to gain business will not be a clerk forever.

—W. H. Maher in the Saturday Evening Post.

The crops of Sweden in 1899, as reported by the royal statistical bureau, included 4,433,000 bushels of wheat, 53,541,000 bushels of oats, 21,453,000 bushels of rye, 11,698,000 bushels of barley, 8,863,000 bushels of mixed grain, and 1,250,000 bushels of pease. Except 1881, the crop is smaller than that in twenty-five years. The crop of wheat is good, of barley ordinary, but the crop of all the other cereals, and more especially the crop of potatoes, is much below the average. As to fodder, the amount harvested is not sufficient for home consumption in half of the provinces, especially in southern and western Sweden.

### REOPENING OF BERLIN BOURSE.

The reopening of the Berlin Bourse has been brot about by the very producers who four years ago were so anxious to have the exchange closed. Without the bourse the farmers found that the market for grain resembled the market for many other commodities, of less importance, in the uncertainty of values.

No one, not even the grain dealers themselves, could tell what grain was worth. Fearing a loss, the dealers would buy only at a heavy discount, and when selling for future delivery required a heavy premium. The result was directly the opposite of what the grangers expected when the bourse was abolished. Farmers got very little for their grain, and the consumer paid a high price.

The middlemen, the actual handlers of the grain, who were willing to assume the risk of a rise or fall in price, were the gainers. As soon as they discovered that the grain dealers were getting rich at their expense the agrarians made haste to have the bourse restored, having learned that the perfect machinery of the modern exchange eliminates all profit from the grain business, allowing handlers only a modest commission.

### CONVENTION OF CHAMBERS OF COMMERCE AT CHICAGO.

Representatives of thirteen of the leading commercial exchanges of the United States met at the Grand Pacific Hotel in Chicago on Feb. 13 and 14 to consider several reforms that to be successful require united action.

Bucket shops and commission rules were the chief topics of conversation. The western delegates showed that the bucket shop evil has grown to alarming proportions. More business is transacted by these illegitimate concerns than on the regular exchanges. The matter of obtaining national bucket shop legislation was referred to a committee composed of the presidents of five exchanges. It was resolved that commissions on grain futures should be one-eighth of one per cent per bushel, and that trading in futures distant more than 90 days should be abolished.

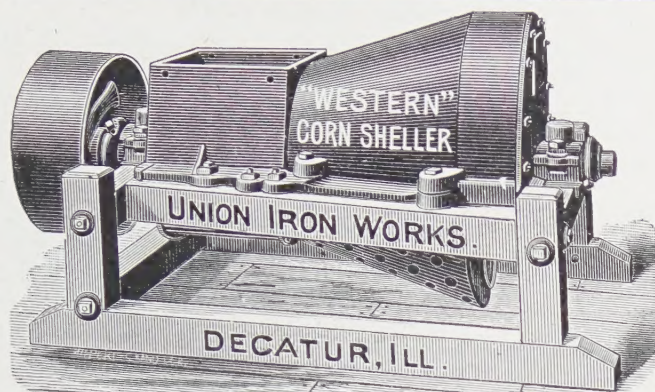
The exchanges represented were the Chicago Board of Trade; St. Louis Merchants Exchange; New York Produce Exchange; Minneapolis Chamber of Commerce; Toledo Produce Exchange; Kansas City Board of Trade; Milwaukee Chamber of Commerce; Duluth Board of Trade; Peoria Board of Trade; Detroit Board of Trade; Indianapolis Board of Trade; New York Consolidated Exchange; and Pittsburg Stock Exchange.

Vessel rates at Chicago for corn to Buffalo are steady at 3¼ cents, including winter storage.

At the twenty-fifth annual convention of economic reformers Dr. Mancke, of Berlin, in an address, asserted that American and Russian farmers were willing to co-operate in an international movement for the better regulation of grain prices.

A potent argument to use with farmers inclined to ship their own grain is that the Farmers Friend Commission House does business at only one market, while the regular grain dealer receives bids from several markets and can ship to the highest. This concern is now soliciting business from a district which cannot ship to Chicago except at several cents loss per bushel.





"WESTERN" WAREHOUSE SHELLER.

# UNION IRON WORKS

DECATUR, ILL.

Sole Manufacturers

## "WESTERN" SHELLERS AND CLEANERS ...BEST ON EARTH...

Grain Elevators

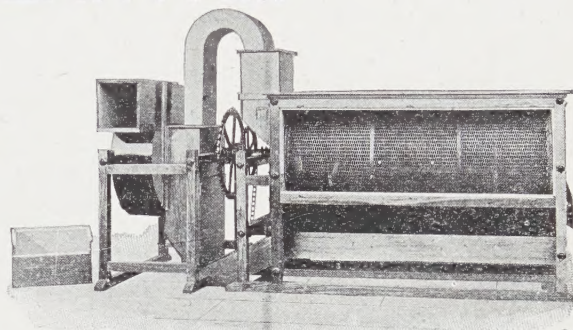
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Elevator  
Machinery

...A Specialty...

PLANS MADE ON APPLICATION  
BY LICENSED ARCHITECT.

Write For Catalog.



"WESTERN" WAREHOUSE CLEANER.

## Reliable Insurance...

on Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

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205 La Salle St., CHICAGO, ILL.

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ASSETS, \$2,338,841.99

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Insures only desirable risks in Iowa, and has saved its policy holders in the past exactly 50 per cent of Board rates. For particulars, address

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IDA GROVE, IOWA.

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524 New York Life Bldg., Chicago.

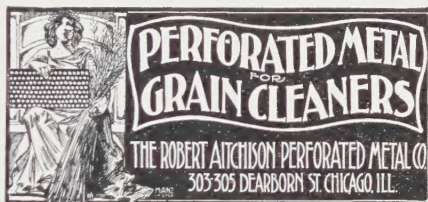
Best facilities for placing Fire Insurance on Grain and Elevators.

All business placed in Old Line Companies, only licensed in Illinois. Write and representative will call on you.

Seamless Baskets.

Catalogue and Linenoid Pin Tray Free.

CRANE BROS. Linenoid Mfrs. Westfield, Mass.



### The Cramer Grain Distributor and Indicator For Country Elevators.

Absolutely prevents mixing of grain at elevator head. Under absolute control of operator. For information address the inventor, D. H. CRAMER, Grand Island, Neb., or to the sole manufacturers, Webster Mfg. Co., 1075 W. Fifteenth St., Chicago.

The SPENCERIAN DUST SHIELD



Absolutely prevents all dust and obnoxious matter from being inhaled.

It is small, but effective, and will never wear out, being made of brass, beautifully nickel plated. Special Price, prepaid, \$1.00.

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Write for Circular.

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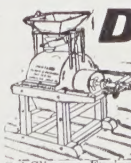
Reeves Pulley Co.

68 Canal Street,  
Chicago, Ill.Pulleys, Shafting, Hangers, Belting, Couplings,  
Elevator and Mill Machinery and Supplies.

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of an ad. is not measured by what it costs, but by what it pays the advertiser.

Ads. in the Grain Dealers Journal  
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**DON'T DO IT**

Don't feed your grain whole when you can save half by simply grinding it. Much whole corn passes through animals undigested. All ground grain is wholly digested. Our

**Vertical Burr Stone Mills**

prepare family meal and grind all grains single or mixed better than any other mill.

Oat Clippers, Engines, Boilers, Pumps, etc. Write for our free catalogue "B" before you buy.

CHAS. KAESTNER & CO.  
241 S. Jefferson St., Chicago, Ill.

## SEAMLESS COTTON GRAIN BAGS.

### MILWAUKEE BAG CO.

MILWAUKEE, WIS.



## CLIPPINGS.

Rice imports were 183,281,781 pounds in 1899, 196,242,555 in 1898, and 188,882,417 in 1897.

Gebrueder Dietz, grain and oil commission merchants at Mannheim, Germany, have failed with \$100,000 liabilities.

Broomcorn exports during 1899, as reported by O. P. Austin, chief of the Bureau of Statistics, were 194,681 pounds, against 182,387 pounds in 1898 and 138,271 pounds in 1897.

The opposition of one firm of grain importers has prevented the inclusion of a discharge clause in the American parcels contract, as desired by the West of England Corn Trade Association.

The final and complete estimates of the Russian wheat and rye crops for the last year are 49,290,000 and 102,400,000 quarters respectively, against 50,841,000 quarters wheat and 83,030,000 quarters rye for 1898.

Australasia last year, with a crop of 54,000,000 bushels, managed to accumulate a supply and ship 1,400,000 quarters to Europe. This year with a promise of 1,000,000 quarters additional, there should be 2,500,000 available for Europe.

The Northwestern Miller of Jan. 31 contains a very interesting and instructive article on the flaxseed market during the past year and the methods of the American Linseed Co., as well as a history of oil milling in the United States.

Official reports of Germany's grain imports during 1899 up to Dec. 15, include, in 100 kilos: Wheat, 15,630,000; rye, 5,756,000; oats, 2,937,000, and barley, 10,757,000. Exports included wheat, 3,245,000; rye, 1,497,000; oats 918,000, and barley, 259,000.

The first direct shipment of agricultural implements from Philadelphia to Russia will consist of 6,000 tons, principally mowers and reapers, and valued at \$250,000. The shipment will be made direct to Odessa, the distributing center for the Black Sea region.

East-bound shipments from Chicago for the week ending Feb. 5 of grain and provisions were 141,211 tons, against 145,339 tons for the preceding week. Grain shipments alone were 105,431 tons, against 101,244 tons. A year ago the total shipments were 121,747 tons.

Grass seed and dwarf rape seed are carried at half tariff rates on the Great Northern, Northern Pacific and Soo Railroads in Minnesota, North Dakota and Montana. The wild natural grasses are rapidly disappearing, and is a desired aid in the introduction of cultivated varieties.

Charles D. Snow & Co.: British financiers are apparently straining every nerve to keep consols above par, until the war budget shall have been voted. When they turn their attention in earnest to breadstuffs supplies, we expect a substantial and permanent advance for the balance of the crop.

The Pantagraph of Bloomington, Ill., is publishing a series of letters from the trenchant pen of S. S. Tanner of Minier, Ill., which explain the methods by which certain terminal elevator men levy tribute on the speculator, the country dealer, the commission merchant, the producer and the consumer.

The champion corn husker of the United States is Abraham Venatter of West Lebanon, Ind. In thirty days he husked 3,500 bushels, hauling 250 bushels of it two and one-half miles. One day he husked 160 bushels, shoveling all of it into a crib. Mr. Venatter is 27 years old and weighs 150 pounds.

Corn cob ashes are a valuable fertilizer, reports the Kansas Experiment Station. The ashes are especially rich in potash. Perhaps the elevator men of the Mississippi Valley can work up a trade in these ashes similar to the large traffic in Canada wood ashes shipped to orchardists in New York and New England.

The West of England Corn Trade Association recommends the introduction of modern grain elevating machinery for discharging vessels. The work of unloading ships last year was several times interrupted by difficulties with the laborers. The association believes that the only solution of the trouble is to replace manual labor with steam power.

The December exports of seeds, as reported by O. P. Austin, chief of the Bureau of Statistics included 2,518,106 pounds of timothy seed, 337,134 bushels of flaxseed, and 5,917,328 pounds of cottonseed, against 2,270,919 pounds of timothy seed, 231,388 bushels of flaxseed and 2,687,362 pounds of cottonseed during the preceding December. Exports for the year included 16,154,852 pounds of timothy seed, 2,794,846 bushels of flaxseed and 44,490,156 pounds of cottonseed, against 13,807,471 pounds of timothy seed, 2,768,860 bushels of flaxseed and 29,731,425 pounds of cottonseed for 1898.

## Does it Hit You?

SOME men get 60 bushels of wheat to the acre, some get 25 and some don't get their seed back—It all depends on the man.

It's just the same way with advertising:

Some people get big returns, others not so much, and some don't even get enough to pay for what it costs.

If you're doing advertising of any kind in papers, circulars, booklets, etc., it will pay you to get some one who is versed in the business of advertising to work the ground.

That's our business.

If you've not been using advertising as a means to cultivate your business, let us tell you how you can do it and do it profitably.

Charles H. Marsh & Co.  
Chamber of Commerce  
Chicago.

Telephone Main 67.

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BY NORMAN & HUBBARD.

Is a practical hand book of questions and answers; a reference book for users and those contemplating the purchase of a gas or gasoline engine. It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines. Besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. **Price \$1.50.**

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Send for Catalogue.

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FOR TIN OR SHINGLE ROOFS AND IRON WORK. Tin roofs well painted have not required repainting for 10 to 15 years.  
**IT IS ABSOLUTELY WITHOUT AN EQUAL.**

If you need any paint it will pay you to send for circular.

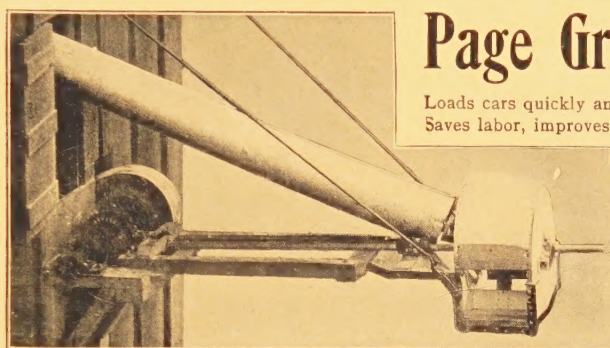
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## LOADING SPOUTS

That load grain right. They give a spiral motion to the grain so that it leaves the spout with enough force to take it to the end of the car. Grain passing through a spout with a spiral motion is delivered in better condition, not being scoured or worn as much as when loaded from ordinary spouts. Write for Catalog.



Abendroth & Root Mfg. Co.  
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Loads cars quickly and without shoveling.  
Saves labor, improves grain and mixes thoroughly.

Attached to elevator; hangs independent of car. Guaranteed and sent on thirty days' trial.

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which comprise a great Agricultural, Manufacturing and Mining territory.

The Chicago, Milwaukee & St. Paul Railway Company gives unremitting attention to the development of local traffic on its lines and, with this in view, seeks to increase the number of manufacturing plants on its system either through their creation by local enterprise or the influx of manufacturers from the East. It has all its territory districted in relation to resources, adaptability and advantages for manufacturing. Specific information furnished manufacturers in regard to suitable locations. Address,

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Industrial Commissioner C., M. & St. P. R'y.  
660 Old Colony Bldg., Chicago, Ill.

**NORMAN H. CAMP,**

'Phone Central 1055.

**ATTORNEY AT LAW,**

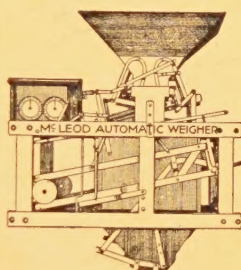
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Can be detected by providing reliable weighing facilities. A **McLeod Automatic Weigher** will pay for itself in a short time. It weighs and registers accurately all the time.



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MARIETTA, KAN.

**H. C. HART,**  
Sole Agent for Nebraska,  
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# THE IDEAL Automatic Car Loader

**Will load your cars with any kind of grain.**

Without aid of hand labor.

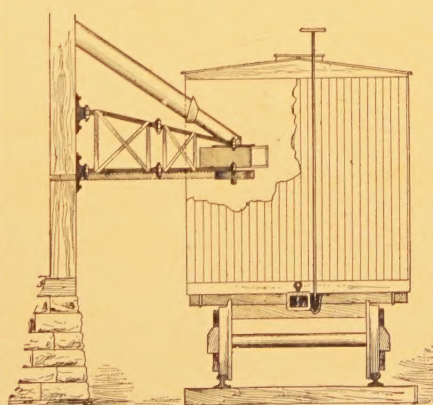
Saves its cost in thirty days.

Automatic in action, does not require lifting in and out of cars.

Improves condition and appearance of grain.

Requires no attention after starting until car is loaded.

Easy to operate, durable in construction.

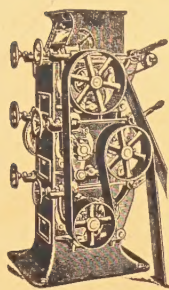


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4 Roll and 6 Roll  
Gear or Belt Drive  
for Slow Roll.

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in connection with  
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BEST one.

Ours has no equal in Strength, Dura-  
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STATE YOUR CASE.

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